THE MOTORCYCLE ENTHUSIAST'S WEEKLY NEWSPAPER VOLUME V NUMBER 44 November 28, 1968

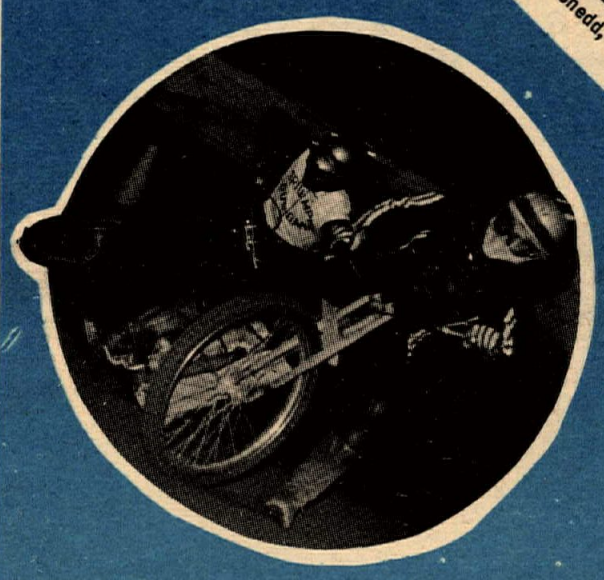
CYCLE NEWS

AMA Rule Revolution

(SEE PAGE 4)

WEST 25¢

Glimpses of the news in this issue— above: Ensenada street scene (see page 5), Bottom right: Darrel Bassani leads 100cc warriors at Carlsbad Moto-X (see page 19), and Trials champ Jim Wilson turned expert moto-crosser makes an exclamation point with John Hateley and Barry Briggs dicing at Whiteman, Calif. Speedway (see page 15).



Cover Photos by John Shedd, Dennis Greene, Wayne Flemington.

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT

SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

Nov. 22: 100cc 50 lap Championship race, 250cc heats.

Nov. 29: 250cc 50 lap Championship race, 100cc heats.

EVERY SATURDAY NIGHT

CLASS A SPEEDWAY RACING at Whiteman Stadium, 12850 Pierce St. at San Fernando Rd., Pacoima, Cal. Races 8 p.m., $2.50 adults, $1.50 under 12, free under 6. Free parking. For info contact Criswell Enterprises, 12130 Sherman Way, No. Hollywood, Cal. (213) 983-1617.
SEE AD THIS ISSUE

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

EVERY SUNDAY

MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Children under 12 free. Info: (213) 424-0961.

1st SAT. NIGHT OF EACH MONTH

AMA PROFESSIONAL TT STEEPLECHASE RACES at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. For info call (213) DA 3-5055.
SEE AD THIS ISSUE

FRIDAY, NOVEMBER 8th

1968 CALIFORNIA STATE HALF-MILE CHAMPIONSHIP at Ascot Park, 183rd & Vermont, Gardena, Cal., promoted by J.C. Agajanian. AMA sanc. Info (213) DA 3-5055.

SAT. & SUN., NOV. 9 & 10

INTER-AMERICAN MOTO-CROSS SERIES at Dallas, Texas. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289. SEE AD THIS ISSUE

10th ANNUAL GRAND PRIX at Hopetown by Dirt Diggers M.C. Dist. 37 pts. Info: (213) 964-5076.

SUNDAY, NOVEMBER 10th

22nd ANNUAL COWBELL DERBY Enduro by Hayward M.C. Starts at Upper Lake, Calif. Call Robert Queen, (415) 538-3412. Mail entries to Cowbell, 21077 San Miguel Ave., Castro Valley, Calif. 94546.

SCMA FUND-RAISING RIDE. Sign-in Pauls H-D, 16211 Bellflower Blvd., Bellflower, Cal. 8-10 a.m. Cars welcome. Info (714) 429-3557.

BENEFIT SCRAMBLES by the King City Wheelers at the Fairgrounds, King City, Calif. AMA sanc., dist. 35 pts. Signup 8:30 to 10:30 a.m., prac. 9:30 to 11:00 a.m., races 11:30. Info Bill Williams, (408) 385-4230.

MOTO-CROSS by Ridge Runners M.C. at De Lavega Park, Santa Cruz, Cal., limed from Hwy 1 & Morrissey Blvd., prac. 9-10:30 a.m., race 11 a.m., for info call (408) 426-4161.

WED.-FRI., NOVEMBER 13, 14, 15th

3rd ANNUAL MOTORCYCLE AND ACCESSORY TRADE SHOW at the Anaheim Convention Center, Anaheim, Cal. Info Larry Hester (213) 681-2421.

SAT. & SUN., NOV. 16 & 17th

INTER-AMERICAN MOTO-CROSS SERIES at Westlake Village, Los Angeles, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.
SEE AD THIS ISSUE

SAT., NOV. 16, 23, 30 & DEC. 7th

INDOOR SHORT TRACK RACES by Bob Barkhimer Assoc., Inc. AMA sanc. County Fair Expo Building, 344 Tully Road, San Jose. Pit gate 6 p.m., trials or warm-ups 7 p.m., races start 8:30 p.m.

SUNDAY, NOVEMBER 17th

3/8 MILE TT at the Tijuana M.C. speedway, six miles south of the border, two miles past Agua Caliente horse track. Follow lime. Info: Earl Roloff (714) 479-3209.

14th ANNUAL HARE SCRAMBLES at Wilseyville, Cal. by the Polka Dots M.C. Limed from Jackson on Hwy 88. Sign-up 7-10:30 a.m., races 11 a.m., AMA sanc. Info P.O. Box 8544, Sacramento 95822.

MOTO-CROSS RACE by the Visaua Ramblers M.C., limed from Kettelman City, Cal. AMA sanc. Sign-up 9 to 10 a.m., race at 11 a.m. Info: (209) 688-0322.

NORWALK ROCKETS TURKEY SHOOT at Hoxie Park in Norwalk, Cal. Sign-in 8-10 a.m., $1.75. Info (213) 863-5339 or 863-9106.

SCRAMBLES at Perris, Cal. by the Sportsmen M.C. Lightweights at 8 a.m., big bikes at 1 p.m. Info: Mr. Ham (714) 685-8170.

SCRAMBLES by Slo-Pokes M.C. at Santa Maria Speedway, Santa Maria, Cal. Double Dist. 35 pts., Memorial Race to benefit family of Larry Fessenden. AMA sanc., noon start. Limed from Hwy. 101 Bakersfield exit (Hwy. 166 East). Info Box 2177, Orcutt, Cal. or (805) WE 7-5836.

SATURDAY, NOVEMBER 23rd

NATIONAL CYCLE DRAGS at the Lions Drag Strip, 223rd & Alameda in Wilmington, Cal. $1000 purse. Gates open 1 p.m., children under 12 free. Info: (213) 424-0961.

SAT. & SUN., NOV. 23 & 24th

CATTLE CALL RUN by Mary's Men M.C., AMA sanc., SDRRA pt. run. Start finish at Cattle Call Arena, Brawley, Cal. 8 a.m. For info, Mary's Men M.C., 4588 50th, San Diego, Cal. 92115.

INTER-AMERICAN MOTO-CROSS SERIES at De Lavega Park, Santa Cruz, Cal. For info & entries contact International Moto-Cross, 4790 Palm Ave., La Mesa, Cal. 92103. (714) 460-4289.
SEE AD THIS ISSUE

SUNDAY, NOVEMBER 24th

PACIFIC INTERNATIONAL GRAND PRIX ROAD RACE by FIM/AFM at Orange Co. Int'l. Raceway. For entry info write P.O. Box 213 No. Hollywood, Cal. 91603 or call (213) 762-9875. Entries close Nov. 11. Purse $1,750.
SEE AD THIS ISSUE

27-MILE PONDEROSA HARE SCRAMBLES by the Greyhound M.C. at Ponderosa Ranch, Cal. Info: (213) 367-2907.

TT SCRAMBLES by the Perris Valley M.C. at the Perris Motorcycle Center, 1-1/2 miles SW of Perris off Hwy 74. Ltwts 9 a.m., hvywts at noon. AMA sanc.

2nd ANNUAL 75-MILE CROSS COUNTRY by the Family Fun Wheelers M.C. of Yakima, Wash. Follow red arrows from Zillah north on the Cheyne Road. Same locale as last year on Hwy 410. Smoke bomb 10 a.m. Info: Pomeroy's Cycle Shop, Yakima. GL 2-2188.

13th ANNUAL TURKEY MUD SCRAMBLES by Oregon Sidewinders M.C., 100-175-250-Open classes, at Sidewinders track on SE Lawnfield Rd., Clackamas, Ore. near Portland. Info write Rt. 3, Box 290-C, Oregon City, Ore. 97045.

SCRAMBLES by Sprockets M.C. at Sprockets Park, Bakersfield, Cal., sign-up closes 11:30 a.m., race at noon.

MOTO-CROSS by Hi Boots M.C. at Dehesa Track near San Diego. AMA points. Call (714) 477-8024 or 449-0784.

TOYS FOR TOTS POKER RUN- Admission, one toy. Starts 8 a.m. at Eagles Lodge, 4684 S. Saviers Rd., Oxnard, Cal. U.S. Marine Corps charity. Spons. by Oxnard M.C.

TUESDAY, NOVEMBER 26th

ART SHOW by Billy Al Bengston, motorcycle and art champion. At the L.A. County Art Museum on Wilshire Blvd. in Los Angles. Continuous bike movies.

SAN DIEGO INTERNATIONAL MOTO-CROSS at Carlsbad Raceway. Practice 9 a.m., races at noon. Sunday, International races at 10 a.m. Palomar Airport Road, seven miles east of Hwy 101. Info: (714) 460-4289.

Pacific International GP
NOV. 24th
Orange Co. Inter. Raceway
INTERNATIONAL
ROAD RACING STARS

19th ANNUAL
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NOV. 17
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INTER - AMERICAN MOTO-CROSS SERIES IN THE WEST
NOV. 10th – DALLAS, TEXAS
NOV. 17th – WESTLAKE VILLAGE, LOS ANGELES
NOV. 24th – DE LAVEGA PARK, SANTA CRUZ
DEC. 1st – CARLSBAD RACEWAY, CARLSBAD
DEC. 8th – SADDLEBACK PARK, IRVINE
DEC. 15th – GUADALAJARA, MEXICO
INFORMATION and ENTRIES
INTERNATIONAL MOTO-CROSS 4790 Palm Ave., La Mesa, Calif. 92103—Tel. (714) 460-4289

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SADDLEBACK INTERNATIONAL

MOTO-CROSS

SUNDAY DEC.8

Inter-Am Championship Finale

Sponsored by Saddleback Park and Cycle World Magazine

SEE-- 18 of Europe's finest riders meet the best in the U.S. for $1000's in prize money!

SEE-- The finest moto-cross event in the U.S. this year. Excellent views of the entire course.

SEE-- Qualifying races and 2-hour practice of the European riders on Saturday, Dec. 7. Winners advance to the Inter-Am series finale.

PLAN-- to ride or watch on this weekend spectacular.

FRIDAY-- Joel Robert Moto-Cross School.

SATURDAY-- Qualifying races, practice for all riders.

SUNDAY-- Inter-Am Series Finale: Saddleback International Moto-Cross.

LEARN Joel Robert will conduct his famed moto-cross school on Friday, Dec. 7, assisted by Roger DeCoster. Class limited to 100 students; fee $15.

RIDE Saddleback Park any day, every day. It's freeway close – take Newport Freeway to Chapman Ave., go east on Chapman to Santiago Canyon Rd., turn right to Saddleback Park Rd. opposite the Fire Station.

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VOICES OF THE WEST

AN APOLOGY

I believe an apology is in order after an event that I was directly involved in this past weekend.

Our club, the Southern California Trials Association, was putting on an exhibition of proper bike riding techniques at Escalana Elementary School in La Mirada, for the PTA.

We had an obstacle course set up consisting of stairs, tetter-boards, telephone poles, wheelies, etc. There were a good many spectators on hand, perhaps as many as 200, and I believe we were doing a good job of giving motorcycling a good image.

As the day was coming to an end we were making a few final exhibition rides. As I proceeded to ride across the 35-40 foot telephone pole, which I had already done several times that day, the rear wheel slipped off and, need I say it, I broke my leg in two places.

All the good we had probably done during the day was wiped out in one fell swoop. Fortunately, my leg will heal faster than my pride. But by making this apology to my club, the S.C.T.A., as well as motorcycling in general, it almost makes my leg feel a little better.

GARY BARTON,
La Habra, Cal.

THANKS TO ALL

I want to extend my thanks publicly to the Greater Seattle Motorcycle Club and all participating racers and spectators for the benefit scrambles put on for me and my family.

Not only did I enjoy sitting out a race but the profits were most welcome.

My racing career may have ended abruptly because of my broken legs but motorcycling will always be part of my life.

JOE DAHNERS, 57v
Renton, Washington

DON'T BLAME DONAHER

I am prompted to write this letter after seeing the tragic accident at Ascot on Oct. 25 which caused the death of Steve Pederson.

Many are blaming Terry Donaher, but why in the world did the starter give the yellow flag! A rider was down in the groove with his bike and not moving. This alone should be enough reason for a black flag. The starter had 1/2 lap to make a decision. The flag had been out for lesser accidents.

With the yellow flag out, Donaher chose a high groove, where it is difficult to slow down upon seeing the red flags in the corner. It was too late for him to do anything.

Perhaps it wasn't the starter's fault, but the fault of the poor lighting in the backstretch. The lights were shining on the 1/2 mile; the racing was on the 1/4 mile.

At the time of the accident I saw Aggie's reaction. Perhaps now he will get better lighting and better starters.

JAMES N. JEFFERY
Long Beach, Cal.

CLUB DONATES

Construction of the Mojave Community Medical Center is in final stages. Funds have been raised through the general interested public through the purchase of shares as well as outright donations in cash.

Such a recent generous donation has been received from the "Lost Coyotes Motorcycle Club" of Lancaster, California, in the amount of $100!

We gratefully acknowledge this club's participation in our community effort.

CARL STONE
Chairman,
Mojave Community Medical Center

FOR THE RECORD

I'm writing to report an error in the results of the Side Hack Association's Huntington Beach race in the November 21 edition of Cycle News.

In the 100 Novice Main, Dan White riding a Suzuki Van Tech placed second instead of Burt Severy.

TOM WHITE
Huntington Beach, Calif.

ON CROWDED HOPETOWN

My conflict is with the Dirt Diggers M.C. and their Grand Prix Nov. 9th & 10th. They set a final date for entries and my entry was postmarked two days before that date. My entry was returned in the mail with a polite note saying "Sorry, your class is full, see you next year".

This wouldn't bother me so much if it weren't for the fact that District 37 Desert and Scrambles points are to be awarded for the race. I'm in close contention for the #2 trail bike number with about three other guys who are entered in the race, which gives me a distinct disadvantage.

Next year my entry will be in on the first day for this classic event, points or no points.

ERIC L. JENSEN
(Trail Bike #7)

Comp. Cong. Revolutionizes AMA Rules

By Chuck Clayton

American motorcycle competition will enter a new era in 1969 when the liberalizing rules enacted by the first Competition Congress last week take effect.

The meeting on October 28, 29 and 30 in Columbus, Ohio was described by one AMA executive as "by far the smoothest meeting of the 27 I've been at."

"One of the Great Inequalities Has Been Swept Aside"

First the Congress eliminated the long-endured "displacement gap" for flattrack and speedway motorcycles. The old rule required 500cc overhead valve engines to race against 750cc side valve designs. This was changed to allow a maximum displacement of 750cc for all, regardless of design.

Now dirt track fans will thrill to the roar of Triumph Bonnevilles, Kawasaki Avengers and Norton Atlases (as well as the yet-unnamed Yamaha 40-incher) in the mile and ½-mile speedway contests.

Tuners and sponsors will find their roles a little easier and less expensive now that currently-available motorcycles can be raced on an inch-for-inch basis, in what is still the number one U.S. cycle interest – dirt track competition.

The old rule still applies to road racing, however. 750cc sidevalve (Harley-Davidson) versus 500cc OHV or 2-stroke (everybody else).

One Brake OK On Dirt Trackers

To quiet the buzzing hornet's nest kicked by the unpopular recent ban on 2-stroke compression releases, the Congress decided to allow one braking device on all dirt track machines. Only front brakes are disallowed, for obvious reasons. This sensible ruling will once again permit 2-stroke bikes to compete equally with 4-strokes, and it deserves the applause of every racer and speedway fan.

Professional Moto-Cross Established

Probably the most important single action of the Congress was establishing a Professional Moto-Cross category in AMA racing. Doing this required some clever parliamentary maneuvering, since the AMA-appointed Chairman, Bill Berry, wanted his own set of rules to be adopted for moto-cross. Berry has never even seen a professional moto-cross. His rules were merely the AMA's old TT rules, with moto-cross scoring.

But intelligent delegates in the elected Congress voted instead to adopt the rules drafted by an experienced, 3-man delegate committee, which closely resemble the better international moto-cross rules.

Sportsmen, Road Riders Get a Break

Additionally, the Congress edited and updated the entire rulebook for sportsman racing and road riders' contests. Everybody got to make his views known, and club members have good reason to be proud of the men that they elected to represent them. The high caliber of delegates and the way they cooperated for the benefit of the sport was truly inspiring.

A complete text of the rule revisions will be published in this newspaper as soon as the official minutes of the Congress are available. Meantime, racers, road riders, start getting your new equipment ready, and racefans, polish up your binoculars for a new season of motorcycle excitement, starting January 1!

Legislative Notebook

By Barbara Adams Dahms

A QUESTION OF LAW AND ORDER (Part II)

"Law and Order" cannot mean bashing people on their skulls with billy clubs, shooting first and investigating later, or spraying city blocks of people with tear gas or mace. It cannot mean the application of deadly or near-deadly force by authorities who are as emotionally involved as those against whom it is applied. Nor can these acts, when they occur, be excused with the argument that the people shouldn't be there in the first place.

Law and Order does not mean the suppression of protest. Just as law is the foundation upon which our democracy stands, and order is essential for its functioning, so is protest an integral part of our democratic idea.

Change is the mood of "now". There is a tendency for mass communication to spread an idea quickly but the protests of recent months are not just a fad. Demonstrators are not on the street just because they have nothing else to do. There is change in the offing all over the world. The old ways have simply come to the end of the line. Extraordinary developments in science and technology, communication and transportation are demanding that laws and customs catch up. There are genuine revolutions (not revolutionary wars) all about us.

Potentially Explosive

To attempt to stamp out this change would be explosive. There are many among us who would prefer to stay with the status quo. With all its problems they see it as stability and security. There are others among us who want rapid, intense change. With all its hazards they see it as opportunity and progress. Most of us would like it both ways. And some sort of compromise is the likely answer. But compromise requires first an honest appraisal of the question.

When we look at the appeals for "Law and Order" (and almost everyone is making one) they seem to cover three or four separate ideas. There's the cry of Crime-in-the-Streets. Yet, when people speak of Crime-in-the-Streets to Negroes-in-the-Streets as though they were somehow synonymous. Or this becomes Hippies-in-the-Streets or Teenagers-in-the-Streets or Demonstrators-in-the-Streets. Obviously these are different situations and to equate them is to preclude any adequate solution.

It is still open to question as to whether crime in its accepted sense has abated appreciably as a result of stiffer penalties. Statistically it has increased by ever more numerous laws which define as crime, acts which were not crimes a few years ago – the narcotic laws for example. Crime, when considered as attacks upon person or property (aside from riots), seems to have fluctuated over the last half century, relatively independent of laws and enforcement, gradually increasing as urban living has increased.

It hasn't been police action that has kept matters under control. It's been the natural restraint fostered by the weight of custom.

Murder is still an exceptional act. Most murders are caused by private circumstances. Most people do not want to kill. They believe that killing is not a proper act. Even if they could be certain of not being discovered they still would not kill.

Most human behavior is governed by this rule. People follow their own beliefs and when they do not they must answer to their own consciences.

The big problem is that public and private patterns do not match. This has probably always been so, to some extent, but the important thing about "now" is that so many people have decided they will no longer tolerate this hypocrisy.

No Meaning

There is one reason for People-in-the-Streets. They believe that killing is not a proper act, that it does not become so just because Government wills it. For years private killing has been dondemned and state killing (in the form of war) rewarded. For many consciences this conflict has become unbearable.

Throughout the range of human activity we have long condoned this sort of cynicism concerning our public and private consciences. Even as we speak of "law and order" we use a phrase that has no meaning. There is law and there is order but "law and order" isn't either. Law isn't just the fine line of words. Take for example, alcohol and marijuana...one is legal, one isn't. One makes a party, the other a bust. Yet who among us can say that one is more less harmful than the other?

Law isn't just the imposition of the standards of some upon the rest.

Law is a protection against such things. Law is a concept designed to eliminate the arbitrary and capricious use of power by one man against another. Law is the one and only safeguard of our liberty and our rights...including the right to protest. Law is the structure within which we can examine our differences, and experiment with changes and reach compromises. Law, order and liberty. Without the third, the first two are meaningless.

ENSENADA LIBRE

Ace of Clubs, Cycle News and 789 Others Make Merry in Mexico

Wending their leisurely way southward last weekend, a pack of cycle riders paused near the Baja California border and each drew a sealed envelope, containing a playing card. Crossing into Mexico, they marvelled at the striking contrast in life-styles and the breath-taking pacific coastline scenery, almost unspoiled by the encroachment of "progress."

The pack stopped at three more places, ten to twenty miles apart, on their way south, at each one drawing another card, until at last they reached their destination: Ensenada. There they selected their final sealed card. Ripping the envelopes open, one rider, Dale A. Marschke, proprietor of Dale's Modern Cycles in San Bernardino, watched in growing excitement as his poker hand emerged: 4 of a kind. In 22 years of participating in organized road tours, Dale had never won a thing. But four of a kind! That was worth waiting around until the trophy presentation to see...

That night Dale and his friends shopped for souvenirs and partied. There were at least a thousand motorcycle friends in the sleepy Mexican fishing village, 789 of whom had entered El Tour Grande, the 3rd annual motorcycle poker run to Ensenada, 68 delightful miles south of the border.

Here Come De Judge

Next morning (manana) under a warm blue sky, some of the prettiest bikes in motorcycledom gathered for a beauty contest. Grouped into displacement classes by Eddie Alford of the Ace of Clubs, aided and abetted by "Big Daddy" Bill Miller, the Ensenada Chiefs of Police and Tourism quickly selected their favorites, and the parade began.

Above: Captain John George splits the Ace of Clubs Drill Team in the thrilling climax to their high-speed, precision riding performance. Literally thousands of bikers and Ensenadans lined the curbs of the city plaza applauding the free show, one of the annual highlights of the Cycle News Ensenada run. Across the top of the page, some of the many faces seen enjoying the tour this year. Ensenada appeals to every type of motorcycle lover. At right: the old ways meet and mingle with the new on the sleepy streets of the little Spanish town.

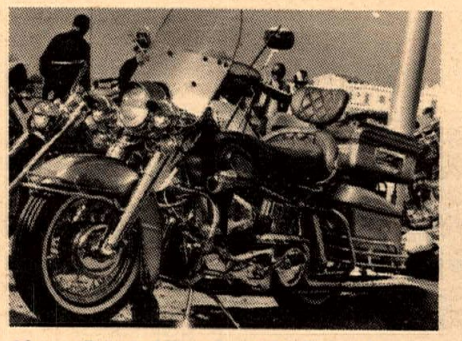
Behind the flags of the Mary's Men M.C., the parade of motorcycles stretched for blocks, serenaded by the Cycle News sound truck, playing parade music.

On reaching the city park (plaza), the Ace of Clubs entertained the multitude of motorcycle tourists and natives with a thrilling display of precision riding, led by Ace of Clubs Drill Captain John George.

Then Cycle News publisher Chuck Clayton stepped to the microphone to announce the winners of the poker run and bike judging contests. The Mayor of Ensenada held the giant, hand-wrought copper Aztec calendar trophy, symbol of the run. "...And our sweepstakes winner, Dale A. Marschke..." Clayton was saying. Dale couldn't believe his ears. After all these years he had won the grandest prize of all: sweepstakes in the world's largest poker run!

It was a proud and happy Dale Marschke who rode back to the States that night, with his symbol of good fortune tied lovingly on his bike.

(Results on page 16)



Above: Beauty bike winner by Ruben Landron and, right, Gordon Robinson.

Above: Action at Checkpoint #2.

Ensenada Mayor Hermida (center) presents Sweepstakes award to lucky Dale Marschke (left), while Director of Tourism Sr. Mendez and CN publisher Clayton offer congratulations to the winner.

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Golden Gate Raceway–Cotati–10/27/68 AFM NAT'L POINTS RACE
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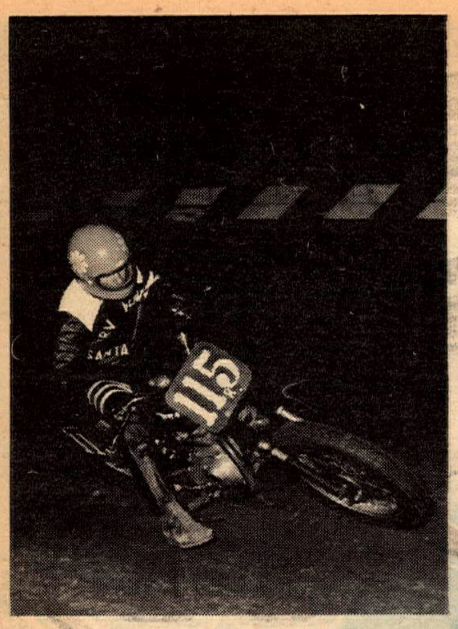
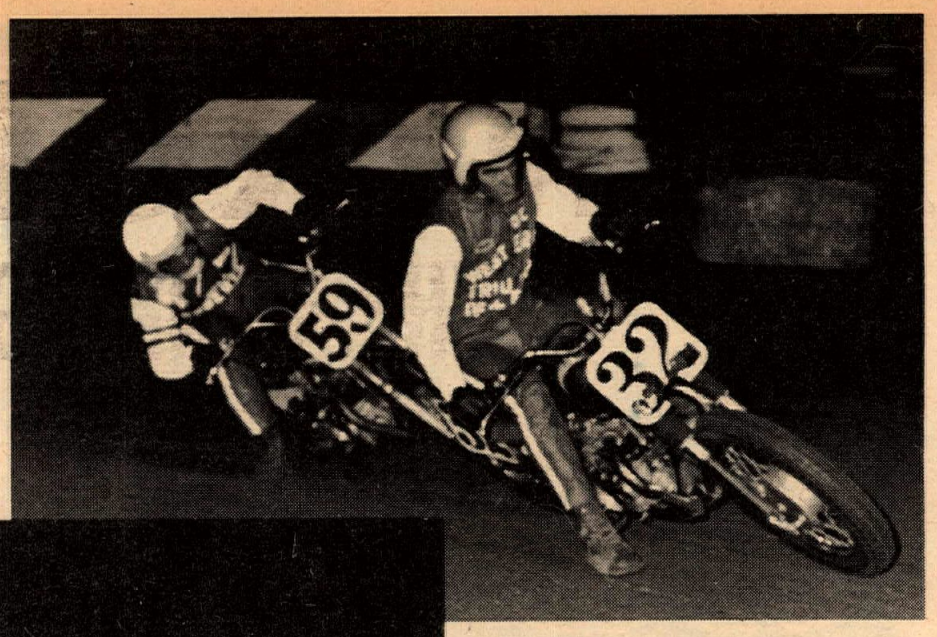
RECORDS AT ASCOT TT

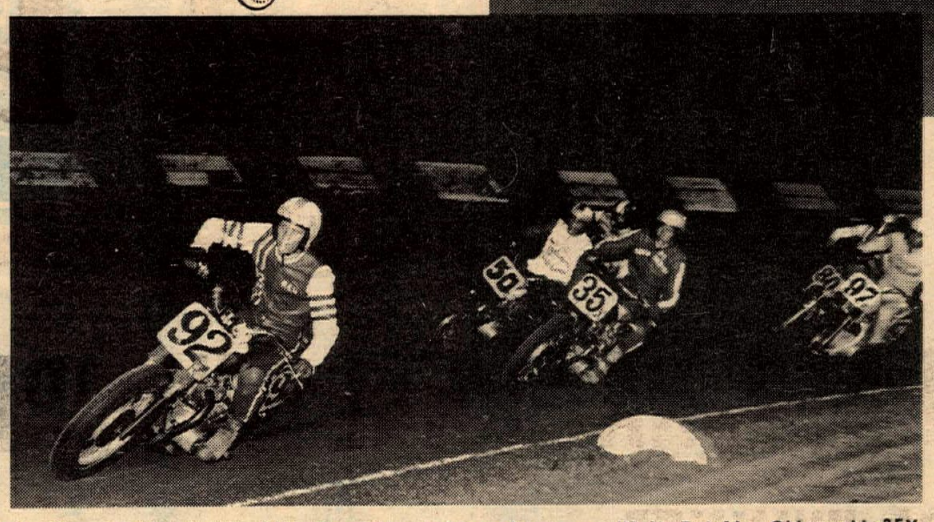
California State Championship



Dave Aldana and his 250cc BSA tuned by Ken Noggle on the way to one of three records.



Dusty Coppage is leading Skip Van Leeuwen in the Expert Main here but lost it later.



At this point it looks like 92R, Reg Chosney is running away with it. But Alex Chinowski, 35X, was the only rider of this group to finally place in the Amateur class. He was third. Other riders here are 50R, George Stirber; 97X, Ron Pierce, who crashed in the final and 80, Jim Rice, who took second in his heat.

By Maureen Lee

GARDENA, Calif., Nov. 2 – The California State Championship climaxed TT races at Ascot this season. Skip Van Leeuwen, plagued two months in a row by mechanical woes, got back into the winner's circle and David Aldana on a rapid BSA ended his Novice year with three track records. Records also fell in other classes.

Action started early in the program with high-point Novice Keith Mashburn (Yamaha) taking the first heat. In the second heat Dave Hansen broke Mashburn's record of 2:27.01 by turning 2:26.25 on his Kawasaki. The third heat saw Hansen abruptly lose his record when Aldana turned 2:25 flat, setting the tone for the evening.

First Amateur heat and another record went to Ron Pierce (Triumph) with Jim Rice (BSA) taking second. But in the second heat Mark Brelsford (Triumph) knocked five seconds off Pierce's new record with a 3:06.50.

Skip Skips

In the Expert class Skip Van Leeuwen was just one point ahead of Dusty Coppage before the race. Early in it, Skip found himself in third but soon got the lead. Then it was "Adios " for the rest of the gang.

Coppage won the second of the two heats in a race that saw Dan Haaby (H-D) try to pass Larry Wilburn (Triumph) on the outside coming onto the front straight. What looked like a front wheel wobble put Haaby onto the ground in a spectacular crash. It looked so bad, there was a deathly hust in stands and the pits. But after lying in the ambulance for a while, Dan was up and moving around again in short order.

With only three transfer places, the Novice semi went to Tom Clark on a 200cc Sherpa with Don Dudek (Triumph) trying hard but unable to pass him with Larry Miller (Bultaco) getting the third and final transfer position to the main.

Mike Posey (BSA) put on the same kind of fight for his transfer to the Amateur main by coming up through the pack from the back row for the win. Jim Rice (BSA) was pulling out all stops behind him.

Bob Bailey took the Expert semi.

Dave Aldana continued his record-breaking night by setting a new Novice record with Dave Hansen second and Wayne Hosaka third. Keith Mashburn overshot on turn one and pulled into the pits to wait for the Main rather than attempt an unrewarding re-start on a two-lapper.

It was Amateur Mark Brelsford on the pole for the Expert Trophy Dash along with Van Leeuwen, Coppage and Ralph White. But by the end of the two laps it was Skip who had broken Eddie Mulder's old record of 1:34.17 set in 1965, winning with a 1:32.90.

Four Stroke Beats Two

Aldana grabbed off the lead in the Novice main going over the jump. He never lost it, knocking a few seconds off the old track record. Hansen was second, Mashburn third.

The Amateurs were up next. Ron Pierce crashed at the end of lap one and Mark Brelsford won it with another track record. The best scrap was over fourth place between Jim Petersen, Butch Turner and Mike Posey. Turner ended up with the fourth behind Alex Chinowski. Dave Smith (Triumph) beat out Posey on the yellow lap to take fifth.

Van Leeuwen fans moaned as Dusty Coppage led the Flying Dutchman for about half the Expert main with Dallas Baker (BSA) a strong third. Finally Skip got Coppage.

On the 18th of the twenty-lapper it was heartbreak for Baker. His rear wheel strap came unglued, causing several other "mechanicals" in the rear end of his motorcycle. This cost him his firm third place.

Baker wasn't to be the only casualty. Ralph White had fourth spot locked up when he started sounding bad. He ended up eighth.

The Championship ended with Van Leeuwen setting a new record for 20 laps, Coppage second, Jack Simmons (Norton) third, Clyde Litch fourth and Dave Palmer (Norton) fifth.

Sidehack winners were the team of H-D mounted Dean Hummer and Rulon Gulbranson. They passed Johnson/Van Laar who had the early lead.

The next Ascot TT will be in February.

(Results on page 16)

Elsinore Night Life

By Bob De Gasser

OUR THING

ELSINORE, Cal., Oct. 26, 1968 – Again we all went to Elsinore Raceway for our weekly excitement, and we got it. As always, we had a night of clean fun, with no injuries. The track was fast for some reason, and the riders noticed. The night stayed warm and comfortable.

Scooter Rider Too

There was a good turn-out of slide artists, out to show off their skill. That Larry Bachkay just doesn't know what it means to lose. He's one of our every weeker's, riding a Yamaha 250 Enduro and a 350 Honda. If you look at the results on page 16 you'll see his name on the top of the list for both classes.

He's still a Novice – but not for long. Larry rode for a while in Arkansas but now has found something better – good old California scrambles.

The hundreds are always good too. The Experts went smoothly, but they earned their places. Gary Kukendail rode his new Suzuki and took the famed Troy McKees Hodaka – but everybody has their night.

Larry Bird does his share of the hustling too! He is only a Novice but he took a hard-earned third in the Expert Main on a Yamaha 100 single.

The Novices weren't as smooth. These guys just can't wait. They jumped the gun three times in the Main. The starter knew what to do – dead engine start.

The first out of the hole was Steve Willoughby on his Yamaha 100 single. Steve held his own for the five laps for the win.

(Results on page 16)

HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA HODAKA

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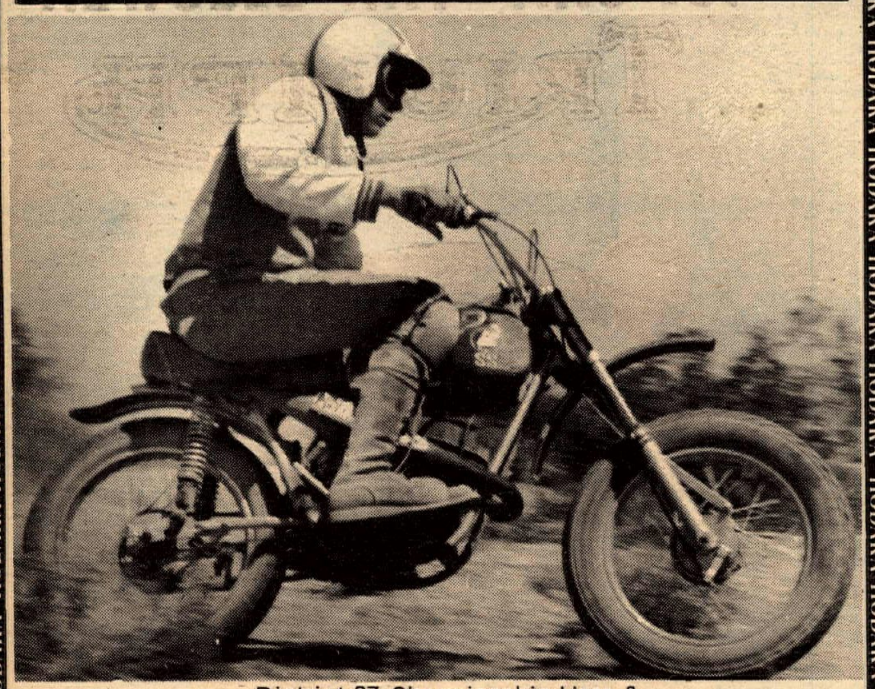

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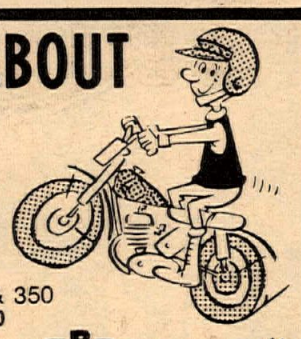

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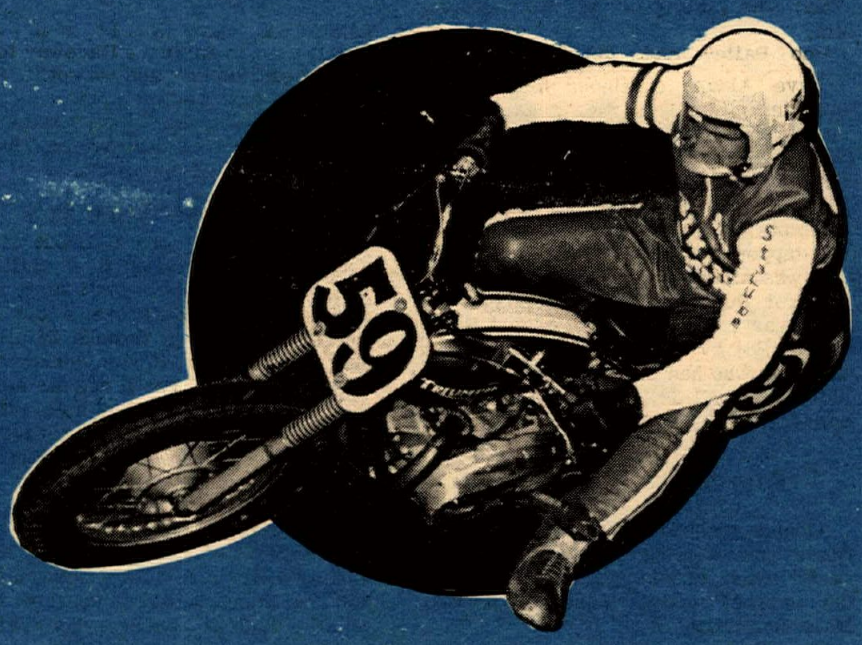

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Desert Spokebenders

Story and Photos by Dick Wright

STODDARD WELLS, Cal., Oct. 27– Desert racing enthusiasts began drifting in on Saturday morning at Stoddard Wells, five miles north of Victorville. Tuning the bikes and checking out the starting area lasted throughout the day. In the evening the desert was spotted with camp fires.

Sunday morning began for most at 6 a.m. By starting time, 9 p.m., there were 360 riders ready to go. The Spokebenders are well-named. The area they chose for the run had a large supply of rocks to flatten tires and bend up equipment.

The big bikes were scheduled to go three thirty-mile loops. For trail bikes it would be four 15-mile loops on a separate course. After one hour, 40 minutes of fighting the rocks desert ace J.N. Roberts, #2, on a Husky, pulled in for the win with a flat rear tire. Here's how it went:

When the banner was dropped Lynn Fortner, #507, riding a 360 Maico, drove to the front in the first half-mile, grabbing a thirty-foot lead. He was determined to gain more ground, but hit a ditch that threw him sideways until it was all he could do to hold on. He lost at least ten places in that battle.

During the tense five minutes before the banner drops the more than 250 riders in this line had nothing to do but wait.

Wes Anderson, Jr., on his SS Hodaka is one of the top three trail bike riders. But he had mechanical troubles that kept him out of the glory.

Smokebomb Gaetz, #39, on a Triumph, was holding on to the lead at the smoke bomb, with Triumph-mounted Al Baker, #13, right on his tail. Three miles farther, Baker ran into trouble and dropped out. J.N. Roberts moved up to take over the lead position, and Bill Friant, #24x, riding an Ossa, came into third spot behind Gaetz.

Coming into the pits after the first loop, it was still Roberts in front, followed by Gaetz. Larry Bergquist, #888x, had moved into third after Friant lost a chain and got a flat tire, dropping him back to sixth and retiring him to the pits.

Roberts still had the lead on the second loop, but third and fourth positions were changed – Husky-mounted Gary Cole, #5x, and Mike Patrick, #7 on a Norton.

One more loop and 33 minutes later, Roberts pulled in for the win with a 30-second lead over Mike Patrick. Eight Huskies out of the first 25 finishers were tuned by Tracy's of Burbank, as was the winning Husky ridden by Roberts. Gary Cole placed third and was first 250. John Gaetz held onto a solid fourth spot, and Steve Holladay, #714 on a Husky, moved up well to take first 500 Amateur. Bob Raudman, #171, also on a Husky, took first 500 Novice. Greeves-mounted Ted Peterson, #51x, pulled in eighteenth and took first 250 Amateur.

Morgan Tops Trail Bikes

The 100cc class had a separate course set up a hundred yards away. All 152 riders got off to a good start at 9:15 a.m. Amateur Larry Mulock, #60, led the charge to the smoke bomb, followed by Bob Belt and Eric Jensen, #7, all Hodaka-mounted. The course had no hills, but rocks aplenty.

Jack Morgan got up there to take the lead, coming through the pits after a 26-minute lap, with Jensen following. Morgan held firm to this lead, and pulled in on the fourth and final lap for the win, still chased by Jensen.

Terry Clark, #395, on a Hodaka tuned by his dad, came in third and took first Amateur, next was Mark Rader, #608, taking second Amateur. Willie Brown, #303M, a new rider on a Sachs, placed tenth overall and first Novice.

(Results on page 16)

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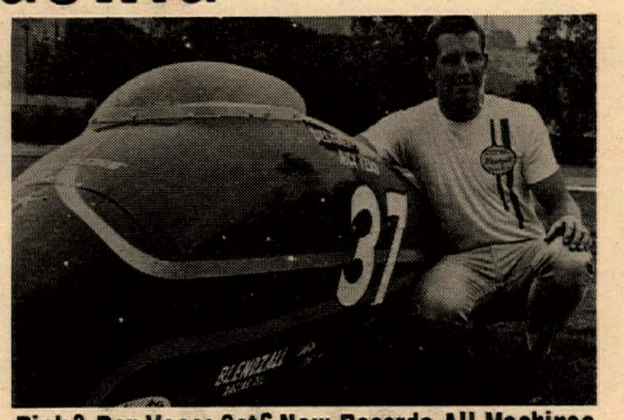
Rick Vesco Sets New Land Speed Record For S-AG-100 Class



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Darr Breaks Handlebar, Wins Scrambles

Story and Photo by W.H. Spencer

FREMONT, Cal. Oct. 27 – The Palo Alto M.C. held its ninth event of the year at Fremont Raceways. There were 267 riders, 24 Heats and fifteen Mains. The largest entry was the 100cc Novice class, with 39. Eight hundred spectators viewed the action.

In the 200cc Amateur division, the Heat saw Larry Darr, 27T, break a handle bar and almost bail off. But before the third turn in the Main, he had the lead again and held it to the checkered flag.

In the 250cc Amateur Main 56T, Charlie Ivie tried to press for a third spot and fell off the lowside for his effort. Bob Morgan, 70C, got the third with Joe Soto and Steve Wilson fighting hard for the first spot.

The 250cc Expert saw Paul Johnson working hard early and then gliding home for another victory and the #1 plate in District #36. Allen Kenyon, 5L, gets the #2 plate.

Scott Diffen Baugh (115q) gets sideways and Paul Johnson (5) sets up for the pass.

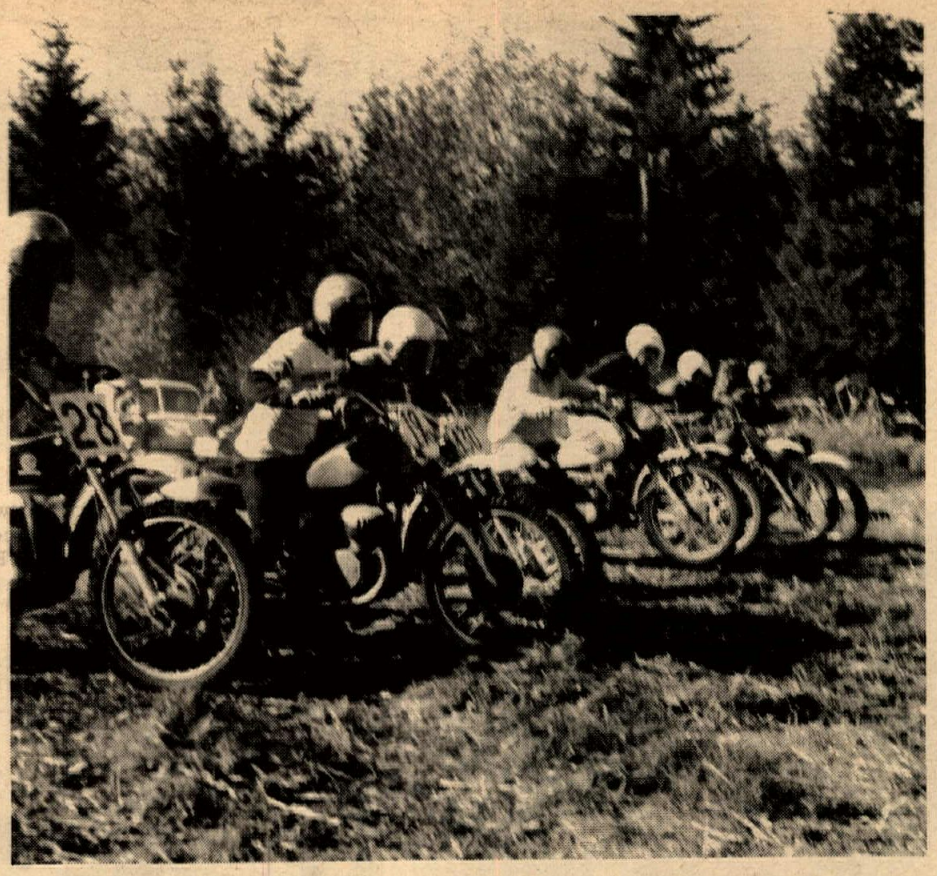
The 500cc Novice Main saw Starter Bob Scally push the nervous ones back four times before throwing the white.

The 650cc Amateur was only event to be restarted after seven riders hit the dirt in the first turn.

The 650cc Experts put on a great show. Jim Rice had to contend with Ed Garza, a new Expert, for most of the race but showed why he is #1 in District #36. Jim will turn over his plate to Paul Johnson soon and put on a white Expert plate for BSA and the pro circuit.

(Results on page 16)

Reed Victorious on Spooky New Course



At the start, from left, John Taylor (Kaw), Randy Scott (Yam), Dale Demaris (Bul) and Leroy Haven (Kaw) get ready for the tricky run.

By Marie Layton

SALEM, Ore., Oct. 27 – The Shamrocks began their mud scrambles season here on a brand new course 19 miles east of Salem. There was a scarcity of mud but thrills and spills aplenty for the 300 spectators by the 74 riders who signed up for a run on the grassy, stubble-covered hillside.

The slippery, sliding course ranged from flat straight stretches, a steep uphill climb (where some of the riders managed to come off backwards), both right and left hand corners, and some downhill fun. Without the expected mud it was generally fast, requiring about a minute and one half to cover the .7 mile.

The club has promised a different layout for each race, so perhaps the one disillusioned rider who thought this one "too spooky" will find the next one a little less so.

Heats began at noon in 100cc, 200cc, 305cc and Open classes, the riders being channeled into the proper Mains by 1:30 p.m.

There was no contest for first place in the Open A Main event with Ike Reed on a 360 Bul taking the lead off the starting line and holding it all the way. Robert Leach, riding a Maico, made the only position change in the entire five laps by passing Paul Zellner during the first time around. Leach placed second, Zellner on a CZ, third.

A close, hard race in the 305cc A saw the lead exchanged five times in six laps. First place winner, young Randy Scott on a Yamaha finally edged out CZ mounted Jim Smith, who placed second by a wheel's length.

Dale Demaris, taking third, at one point in the race had the lead on these two daredevils. He was pushing so hard that in the short straight stretch across the face of the hill he had his bike in a powerslide with the back wheel about two fee downhill from the front.

Cartwheels

Hard-luck guy, Mike Clark (Greeves) came around the first lap in third position, but caught a rear wheel going downhill, came off the highside doing cartwheels, lit on his feet, still with downhill momentum, but couldn't get back to his bike in time to get it back in the race.

A race between Bultaco riders in the 200cc A Main had Don Watilo winning easily with Johnny Roner getting ever nearer, but not quite close enough to get by him. Tom Gilkison, after being passed in the third lap by Roner, settled down for a third place win.

The 100cc A Main was won by Jim Roberts (Honda) who had been in 2nd place until a fall put the leader Tom Albert last. Hodaka rider Tom Noakes finished second and Johnny Roner on his Suzuki, third.

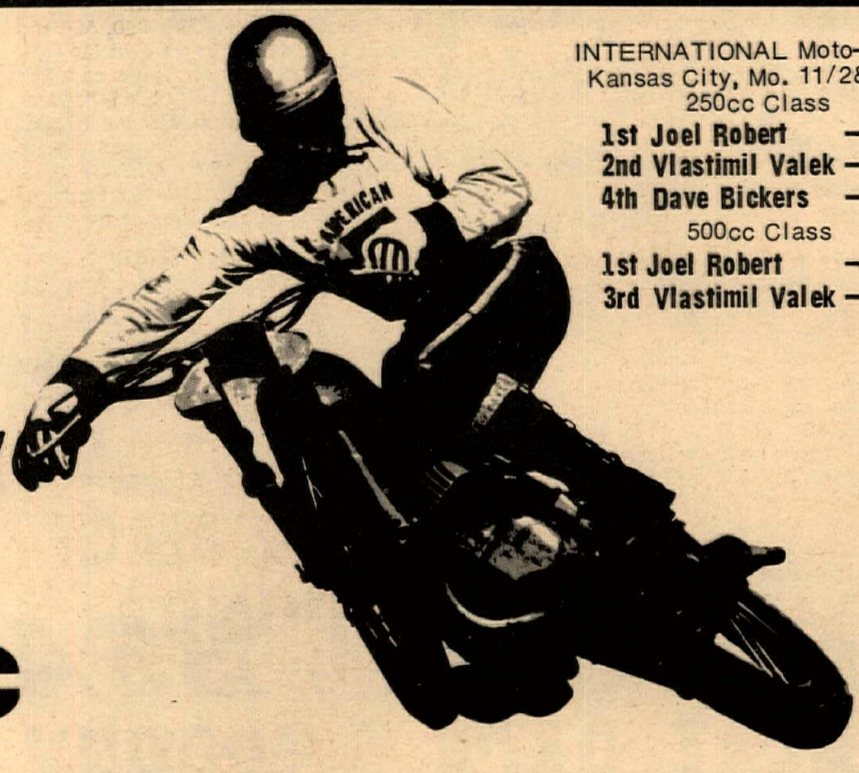
Randy Scott put on a great show in the 100 B on his Lobito, letting everyone get into the first corner ahead of him, then passing them all in three laps. He forfeited his B Main trophy to get into the A but fell in the first corner and was never able to catch up. He placed fifth in the last lap.

All riders who wanted to could enter the Sweepstakes at the end of the day. They all took off together and made a spectacular sight going around the first corner and over the steep hill. The 250 Greeves ridden by our cartwheel aerialist, Mike Clark, was first overall in the Sweepstakes. Ike Reed placed first in the Open Class. In 200cc it was Johnny Roner, Tom Noakes in the 100cc class.

The Shamrocks next race is Nov. 10.

(Results on page 16)

JAWA



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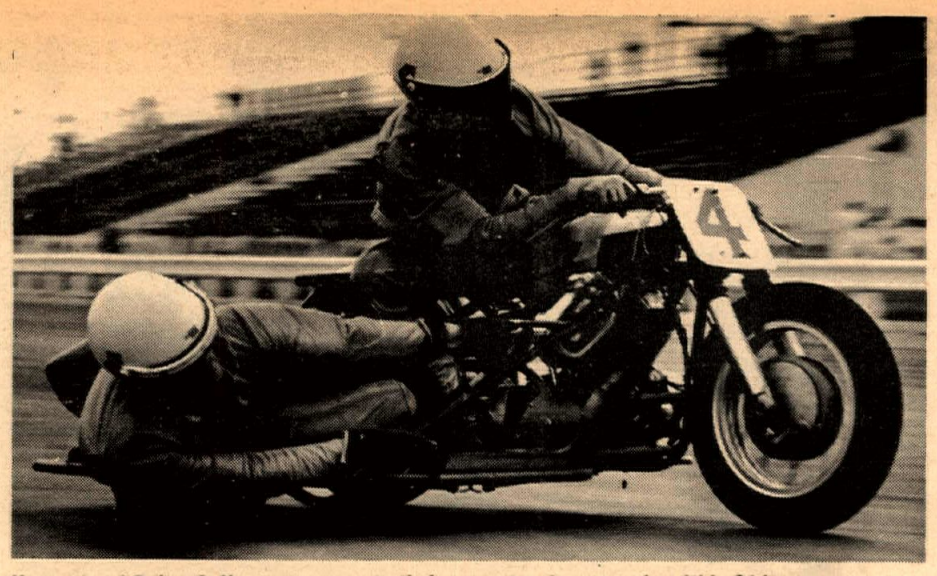
The "GROWINEST" Sport on the Hard Top

Photos by Dennis Greene

ORANGE COUNTY, Cal., Nov. 3 – Sunday's AFM race was used as a practice session for the up-coming PIGP $1750 purse to be run Nov. 24.

This prize money is an indication of the growing interest in pavement bending. More and more big names in dirt track competition are making the transition to road racing.

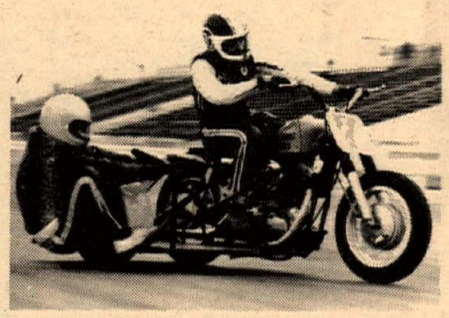


Hummer and Rulon Gulbransen swung to their second major race win within 24-hours.

Len Fallscheer on a 125cc Yamaha crouches low and stays ahead of Pat Evans on a 100cc Yamaha.

Top Novice Keith Mashburn who wrote his name in big, bold letters at Ascot, is finding a new home on the hard top. He is a natural on the road, as he is in the dirt.

Tom Rockwood, high point Ascot Amateur, is making a comeback. He ran fourth in the 250cc class. Both Keith and Tom will be out to get some of the gold on the 24th.



G. Waldo and Al Burnett had never raced as a team before but took second in the sidecar class.

First Time Together

Sidecars too are coming around. They still furnish all the thrills they did in the dirt, and they've added more speed, style and grace.

D. Hummer and Rulon Gulbransen ran first, just ahead of the new team of G. Waldo and Al Burnett who had never before ridden together or put a wheel to asphalt.

Hummer and Gulbransen took the Ascot T.T. Championship jus the night before this runaway win.

In the lightweight division all the classes ran at once, 50 to 250cc production, with a 50cc GP thrown in for good measure. First overall and in class was Roger Wood, 200cc Bridgestone. First 50 GP was Daniel Osborne, fifth overall!

All GP and production classes will run in their own races on the 24th, with the AFM rule of 35 entries to a class.

The big bike race was, as always, the best part of the show with George Kerker and his Norton Commando coming in first. Jerry Green on a 125cc Honda was second.

Jerry may not be with us on the Big Day. He got a letter from Uncle Sam.

(Results on page 16)

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Cotati Brings Fast, Fast Relief

By Ron Mits

COTATI, Cal., Oct. 27 – A clear warm day and a good show of bikes made for a lively event for northern Californias' last AFM road race. The course at Golden Gate Raceway was a little over two miles long with nine turns, a series of fast chicanes and plenty of bumps. In spite of close dicing for the $700 in prize money the day was free of bad spills and no one was hurt.

The four-lap heat races went off without too much excitement. Everyone was just after a fair grid position for the Mains. The 100, 125 and 175 combined heat was won by Ken Green who led all the way. Second, riding a Bulstone, was Steve Duncan, both bikes 175's. Third was taken by Reg Pridmore on a 125, fourth by Mike Lane on a Hodaka 100.

In the 350, 500, Open heat Dave Burchards dropped out after really showing the way around on a Yamaha 350. Eventual winner was Reg Pridmore way out front on the Power Research Manx Norton. Second home was Bill Lyons after a hot battle with Tom Steele and Dick Kilgroe.

Mike Lane got off first in the 250 heat and was way out front. The other favorites, Ron Grant and Dave Scott way back among unfamiliar company. By the end of the four laps Scott had worked his Yamaha up to second and Grant put his Suzuki into third spot with Dave Calleri taking fourth.

Not having a heat race, the 50cc G.P. and 100cc Production went out for a six-lap Main. Peter Giordanengo on a Honda 50 was the overall winner.

After a few demonstration laps by two sidecar rigs the 100, 125, 175 eight-lap Main got under way. All through the race it was Pridmore-LeClerq than LeClerq-Pridmore, back and forth really hammering away at each other.

The surprise came just before the finish line on the last lap when Ken Green did a job on both of them to win the 175 class and overall. He was followed in by Pridmore on a 125 Bultaco and LeClerq on an old but effective Ducati.

The combined 175, 250, 350, 500 and Open Production race for eight laps got under way next with Bill Lyons on a 350 Honda leading all the way closely followed by Jerry Greene on another Honda. Frank Ambrosi took the 500 class win on a Velocette thumper. Two-fifty honors went to Charles Overland on a Bultaco. The 175 win to Bill Douglas on a Honda.

From Dead Last

The most exciting race of the day was the 350, 500, Open G.P. Bill Lyons and Reg Pridmore got off first and were opening up their lead when from a dead last start came Dave Burchards on a super fast Yamaha 350 passing groups of riders like they were standing still and by lap four was out front.

Then the duel began with Pridmore on a Manx making it in the corners and the 350 going embarrassingly fast on the straights the lead constantly shifting back and forth, Pridmore steady and smooth, Burchards fast and aggressive with the Yamaha zapping the Manx for the final time just before the finish line.

The 250 Main produced the fastest time of the day but no wheel to wheel battles. Mike Lane got off out in front and stayed there all the way. Ron Grant finished second after riding hard and using every inch of the track in an attempt to catch Lane but the Suzuki down on power, just could not do the job.

One of the most skillful rides ever seen around here was one by Dave Scott on the Al Fergoda Yamaha. After a couple laps Dave was closing on Lane and getting within passing distance when he lost his front brake, riding for the next five laps with the brake handle hanging from the handlebars he was able to hold third spot till the end.

(Results on page 16)

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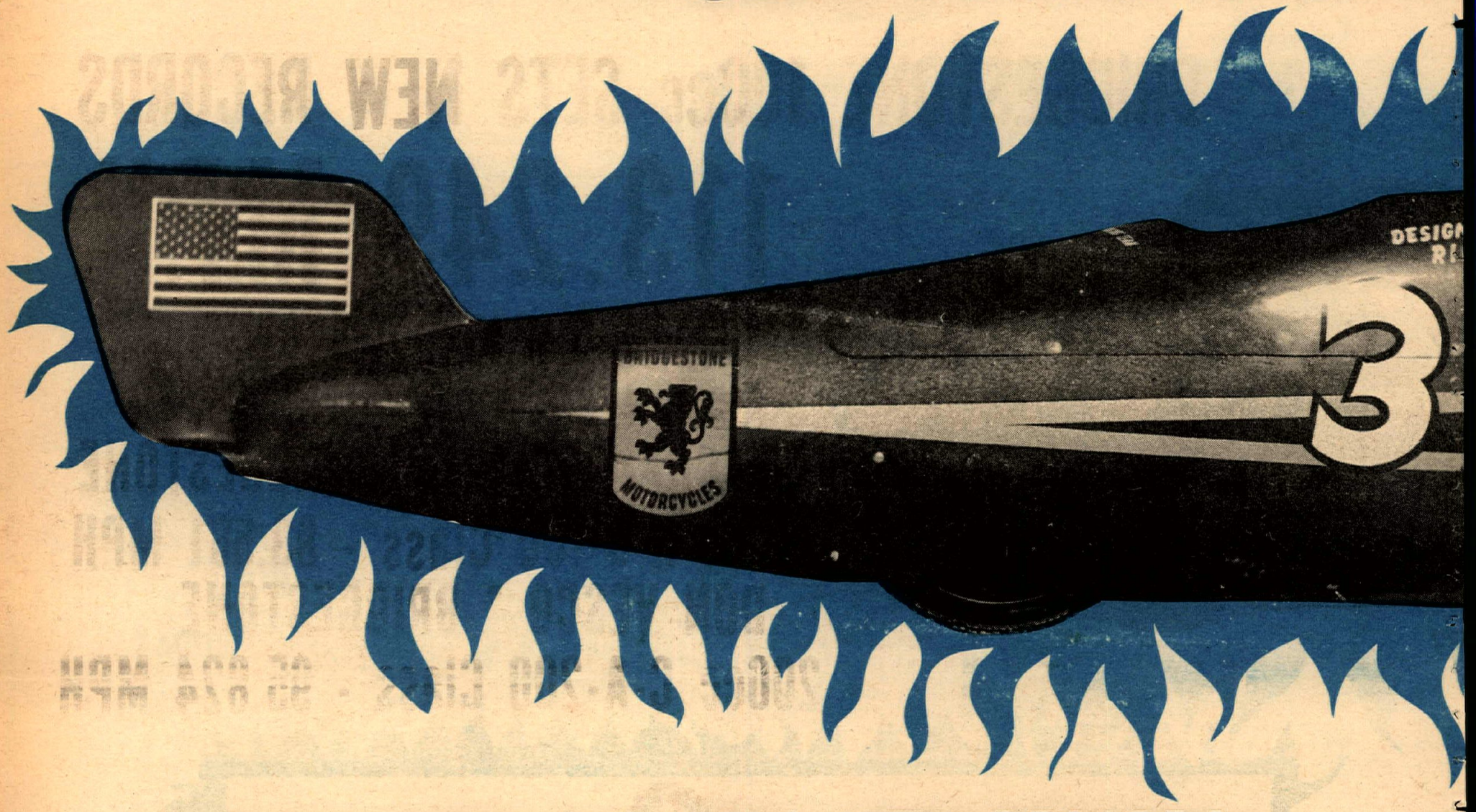

BRIDGESTONE 350 SETS NEW RECORDS

141.424 M.P.H.

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Don Vesco Bridgestone

PS-C-350 Class

DON VESCO * BRIDGESTONE

350cc C-C-350 Class - 125.698 MPH

DON VESCO - BRIDGESTONE

200cc C-A-200 Class - 98.455 MPH

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TOBER 21 to 25, 1968

EW RECORDS

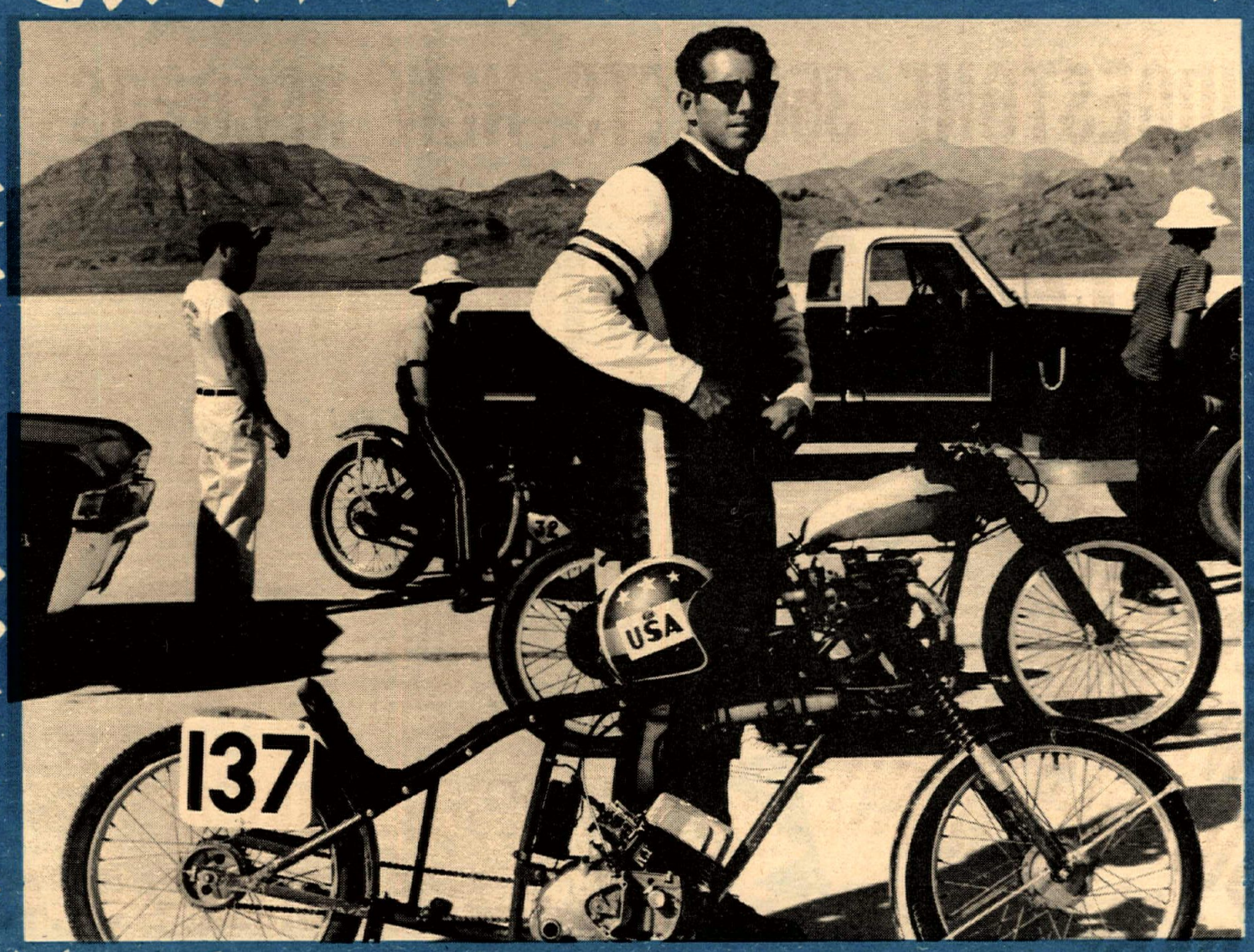
BRIDGESTONE 100cc SETS NEW RECORDS

113.249 M.P.H.

Richard Vesco * Bridgestone
S-AG-100 Class

RICHARD VESCO * BRIDGESTONE
100cc A-C-100 Class - 83.561 MPH

DON VESCO * BRIDGESTONE
200cc C-A-200 Class - 95.824 MPH



Records Re-Written at Slippery Bonneville

By E. McEvoy

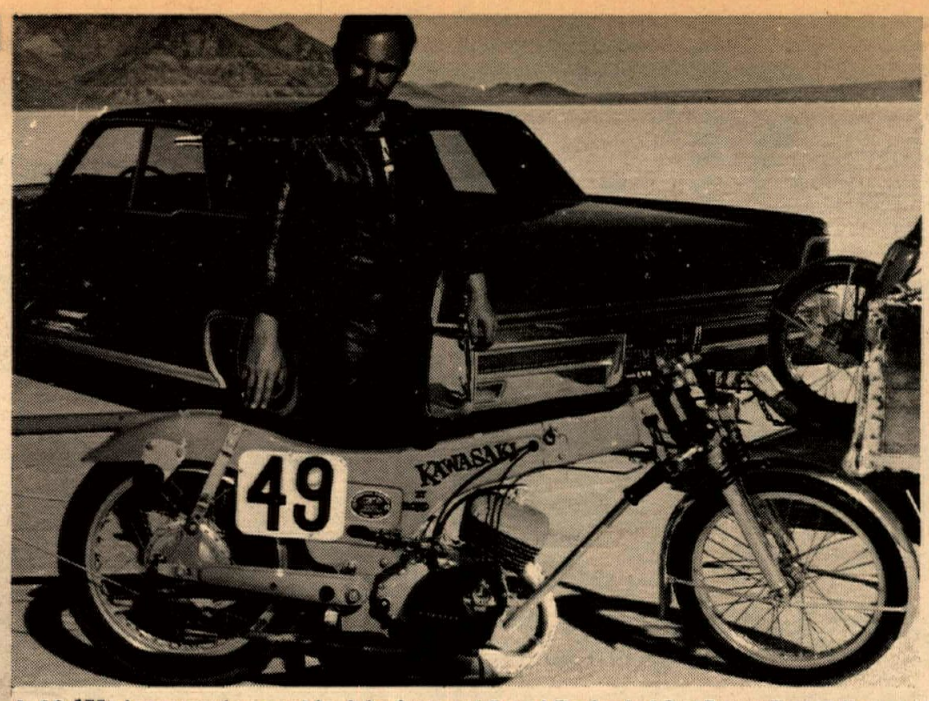
BONNEVILLE, Utah, Oct. 21 – The rains came and stayed and stayed and stayed last August for the Bonneville Speed Week meet. So a Rain Date was set up for October 21 thru 25. This time the weather cooperated.

Bonneville Rain Date Meet came off well following a Friday morning cancellation on Oct. 18th and a re-scheduling for noon the next day, despite high winds and high water level.

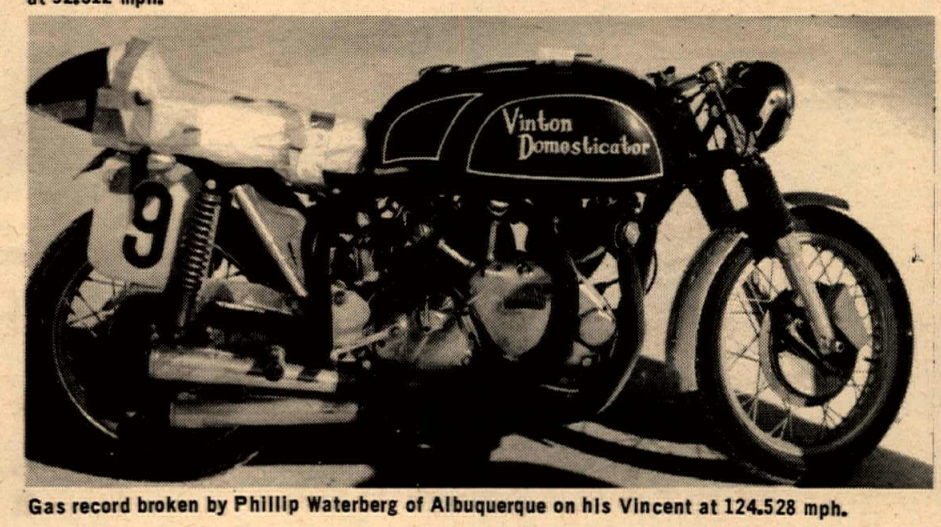
Entries returning to Wendover included 57 cars and 19 motorcycles. Some equipment had been ready for three to four months and longer.

Motorcycles were plagued by a very slippery track (just as were all entries). However old records were broken and new ones were set in many classes.

Among those still trying to break the 200 mph barrier were the two streamliners of Bert Munro, and Richards and Holtan, Don McEvoy with Buddy Martinez doing the riding on his twin engine Triumph; Don Slinger tuning and handling the former Jim Enz twin engine Royal Enfield; and a newcomer to Bonneville, drag record maker Leo Payne and his Harley-Davidson.



A-AG-175 class record was set by John Serra and Darrel Packard of San Bernardino on Kawasaki at 92.512 mph.



Gas record broken by Phillip Waterberg of Albuquerque on his Vincent at 124.528 mph.

Gary Richards mounted on his and Benny Holtan's single engine Triumph streamliner running fuel turned 195 as his best time. He had gearing as well as traction problems. They have high hopes for this beautiful streamliner doing well over 200 mph next year. With the help of Gary's father, Rich Richards, this team is slowly solving the handling and maneuvering problems they've been plagued with. Next year they plan to use a 5-speed transmission in place of the 4-speed wide ratio box they had this year.

More Records For Leo

Leo Payne from Cedar Rapids, Iowa set two new records on his open-frame Harley Sportster. One at a two-way average of 155.883 for gas class C-AG3000 and another two-way average of 182.790 on fuel for class C-A-3000. Leo's bike was running so cold and rich it sounded as if he was hitting the kill button for an instant on purpose all the way through the 2-1/4 and 3 mile traps.

Don McEvoy was back. Last year he tried to break the two-way speed average of 191.302 mph held by Boris Murray and his double-engine Triumph by qualifying at 194.80. But then he broke a chain on his record attempt. This year he kept burning pistons in his rear engine. Changing fuel mixtures and spark plugs from hot to cold didn't help.

On Thursday afternoon while making his sixth piston replacement his rider, Buddy Martinez, came across a wad of string stuck in the fuel line between the bowl and the carburetor. Top time for this team was 179 mph.

McEvoy-Martinez' double-engined Triumph had traction and piston problems. They turned 179 mph.

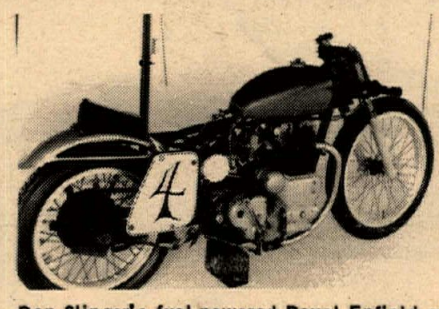
Don Slinger on the twin engine Royal Enfield posted 185.50 mph as his top speed. Time forced Slinger to give up his attempt at joining the exclusive 200 mph club as he was also running a single bike on fuel in the partial-streamlined class. He broke the old record of 133.894 in this class. Slinger's new record for class PS-A-700 is now 141.879.

New Zealander Bert Munro, the 69-year-old speedster, ran only three times to a high time of 155 mph in his streamliner. Magneto trouble caused him to step to the sidelines for the rest of the meet. Bert had set fast time on the Salt last year with over 185 mph.

Records Fall

Jim Drinker of Claremont, Calif. rode his open frame Triumph on gas to capture the record previously held by Nira Johnson at 125.022 in class A-C-650. His two runs of 130.956 and 129.576 giving him a new two way average of 129.966.

From the Land of Enchantment came Phillip Watterberg of Albuquerque running in the open-frame gas class A-AG-1200 to a new record of 124.528. His two runs were 125.26 and 123.796. He was trying to go 150 mph and hopes to come back next year running stronger.



Don Slinger's fuel-powered Royal Enfield set a new record of 141.879 mph.

California's Vesco racing team family kept Earl Flanders, the AMA referee, mighty busy as they broke record after record with their 1968 Bridgestones. Don Vesco of San Diego set marks in Partial Streamliner PS-C-350 at 141.424, Open Frame Fuel CA-200 at 95.824, Open Frame Gas C-C-350 at 125.698, then broke his newly-set record of the previous day in the CA-200 class at a new speed of 98.455. Richard Vesco of Lakeside attacked the streamliner class S-AG-100 with a 98cc Bridgestone at 113.249 then in Open Frame gas class A-C-100 at 83.561.

Other records set or broken: Ellis Lehmberg, Lehi, Utah on an Open Frame Bultaco on gas class C-C-200 at 72.313; John Serra and Darrel Packard of San Bernardino, Calif. with an Open Frame Kawasaki on gas in class A-AG-175 at 92.512 mph.

One streamliner rider who was making a run got off the course and went on the wrong side of the 2 and 2-1/4 mile traps. Then he came back on course and did break the 3-mile lights. Imagine his indignation when he got a slip giving him only the 3-mile time. He immediately went charging up to the officials and demanded to know why they didn't give him a time for the 2-1/4. Otto Crocker, the S.C.T.A. timer told him: "You can't get a time going around the clocks."

"What do you mean?", he asked, and to this day they can't convince him he went off course for a short distance.

(Results on page 16)

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250cc Class –
ADOLPH WEILS - MAICO Places 1st & 3rd takes 2nd OVERALL
Bengt Alberg – Husqvarna Places 1st & 3rd takes 1st Overall
3rd Place Joel Robert – CZ
Kansas City International Moto-Cross 11/3/68
500cc Class
1st Joel Robert – CZ
2nd ADOLPH WEILS - MAICO
3rd Vlastimil Valek – CZ

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MACKLIN M/C CENTER NORWALK	TRIUMPH OF BURBANK BURBANK	DON VESCO M/C EL CAJON	C-H M/C ARLINGTON	LAWNDALE CYCLE LAWNDALE
DUB'S CYCLE SAN BERNARDINO	LAMOREAUX CYCLE SUNLAND	HUENEME M/C SER. PORT HUENEME	MIDWAY CYCLE HEMET	MULLANEY'S CYCLE SANTA BARBARA

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Briggs Beats "Unbeatable" Mauger, Breaks his Week-Old Record

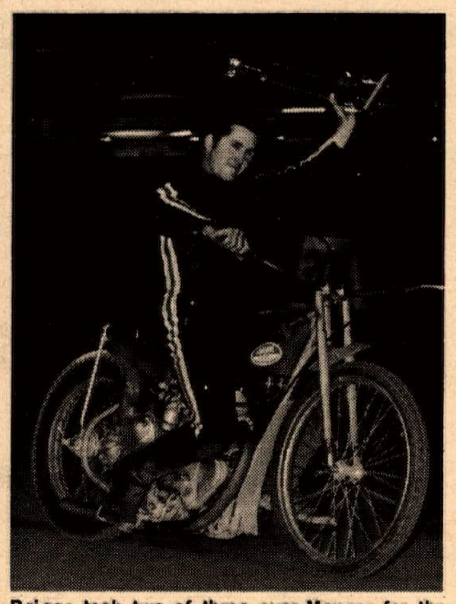
By John A. Grout

Photos by Dennis Greene

Sixteen-year-old John Hateley leads the best in the world, Briggs and Mauger with Jack O'Brien close behind.

PACOIMA, Cal., Nov. 2 – Four-time World Speedway Champion, Barry Briggs cut loose at Whiteman Stadium Saturday night, and sliced a piece off the record for four laps set last week by his side-kick, Ivan Mauger.

With an astounding burst of speed, Barry went spinning and bucking his merry way through four eye-popping laps. And when it was all over, up went the sensational time: 55:61 seconds! The crowd came to its feet in a standing ovation for the Kiwi Bomber. He'd walloped Mauger's old record by almost two seconds.



Briggs took two of three over Mauger for the trophy

Beyond any doubt, Barry "Snoopy" Briggs let Ivan "Sprouts" Mauger know that he expected the World Crown to be returned to him this season. And yet, all of us who have seen Mauger come out of the Whiteman corners with that powerful drive down the straights, realize that the 28-year-old New Zealander is about as close to unbeatable as any one rider can be. So it should be one heckuva season.

Whiteman Speedway will have Barry Briggs back Saturday, Nov. 9. And all kinds of racers are really serious about unseating the Kiwi ace.

Hateley Could Do It

For instance, consider the rousing effort of young John Hateley, when, in the eighth event of the World Championship Invitational, he got his wheel in front of both Mauger and Briggs, proceeding to lead both of them for most of one lap. And how about the races which were turned in by Steve Bast and Sonny Nutter?

Getting to the regular program of races, the nine heat races went to Rick Woods, Sonny Nutter, Bill Todd, Steve Bast, John Hateley, Norm Elledge, Steve Scott, Eddie Mulder and Jimmy Stevens. While the two semi Mains fell to Larry Heinselman and Stu Morley.

The first and fastest of the two Main Events was led all the way by Steve Bast. He took the win over Sonny Nutter, Norm Elledge, Rick Woods and "Wild" Bill Todd. In the second Main, it was Eddie Mulder taking the measure of Stu Morley, Steve Scott, Johnny Carter, Larry Heinselman and Jimmy Stevens.

In the first of the three Special Cup Match races, Briggs beat Mauger in the time of 28:55 for two laps. Ivan came ripping back to nail Barry in 29:36. Then, with both riders having a win each, the third and final race was run for the distance of four laps.

Briggs got the jump coming off the line, but he was quickly headed by Mauger as they slid side by side through the west turn and down the backchute in the same order. Then, approaching the west corner, Briggs made a sensational cut, back to the inside of the track...and it was all over for Ivan.

Barry took the race in the time of 57:09. Rolling into the winner's circle, he was presented the gold cup by the 1937 World Speedway Champ, Jack Milne. Also on hand to help in the cup presentation was actor Keenan Wynn.

Steve Bast skids along inside of Briggs on this turn, Steve Scott and Paul Conserriere behind.

Ascot Short Snorts

GARDENA, Cal., Nov. 1 – AMA short track racing closed out the 250cc season at Ascot Friday night and for the first time Keith Mashburn went down to defeat, not only once but twice.

Expert Dan Haaby was the first to turn back the high point lightweight rider who won all but four races in 16 attempts at Ascot this season on the quarter mile.

Haaby took the measure of Mashburn in the three lap dash after Keith had posted two wins in heat races earlier in the program.

Dave Aldana, who has been chasing Mashburn for the past month and is the second highest ranking Novice rider in short track events, finally put together ten good laps at the same time to win his first Main event.

Ascot hosts its season-ending cycle race Friday night, Nov. 8, when the racers return to the half mile and the big bikes for the annual running of the California State Championship Flattrack final.

(Results on page 16)

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AFM COTATI ROADRACE
Cotati, Cal., 10-27-68

By Ron Mits

50cc G.P.: Tom Cleghorn
125: Reg Pridmore
175: Ken Green
Ralph LeClerq

PRODUCTION
175cc
Bill Douglas Hon
Mike Flint Hon

250cc
Charles Overland Bul
Wall Garnett Suz
Ken Edmonson Kaw

350
Bill Lyons Hon
Jerry Greene Hon
Maurice Valdez Hon

500
Frank Ambrosi Vel
Peter Paskin Suz

250cc G.P.
Mike Lane Yam
Ron Grant Suz
Dave Scott —
Pat Hynan —
Ken Green —

350cc
Dave Burchards Suz
Jerry Greene Hon
Larry Shiveley —
Mike Lane Yam

500cc:
Reg Pridmore Nor
Dick Kilgroe Hon

MARYSVILLE SPEEDWAY
Marysville, Cal., 10-20-68

By Bob Chase

100cc NOVICE
1. John Hargis Bri
2. John Cunningham Hon
3. Rick Frisk Kaw

200cc NOVICE
1. John Green Kaw
2. Al Krill Yam
3. Don Gentilli Hon

100cc/200cc AMATEUR
1. Jerry Tyler Ex. Bul
2. Joe Allen Am. Hod

250cc NOVICE
1. Mike Wolfkamp Kaw
2. Lyman Harvey Mon
3. Glen Pair Yam
4. Darrell Wolfkamp Yam

250cc AM./EXPERT
1. Bob Vougham Ex. Hon
2. Manfred Heyrend Am. Yam
3. Carl Leir Hus

GIRLS' EVENT
1. Debbie Jackline
2. Sue Childress

350cc & 650cc NOVICE
1. John Cunningham Hon
2. Jim Hershman Tri
3. Monte Gibson Hon
4. James Jacobsen Tri

350cc AM. & 650cc EXP.
1. Jorgen Jorgensen Ex BSA
2. Jerry Hybarger Am Hon
3. Barclay Trehal Am Hon

ELSINORE RESULTS
Elsinore, Cal., Sat., Oct. 26, 1968

By Bob De Gasser

200 NOVICE
1. J. Dunnam Bul
2. W. Carter Bul

350 NOVICE
1. L. Bachkay Hon
2. B. Mayer Hon
3. J. Arnold Hon

500 NOVICE
1. G. Nord BSA
2. D. Rich (tie) Duc
2. J. McCord (tie) Mai

OPEN NOVICE
1. B. Larson Tri
2. P. Armstrong Tri

100 EXPERT
1. G. Kukendall Suz
2. T. McKee Hod
3. L. Bird Yam

250 EXPERT
1. T. Longwith Oss
2. V. Hannan (tie) Kaw
2. K. Stafford (tie) Yam
4. R. Baubannois —

500 EXPERT-OPEN
1. T. LaFortune Tri
2. E. Barker Gre
3. R. Vanderpool BSA

250 NOVICE
1. L. Bachkay Yam
2. V. Hannan Kaw
3. K. Stafford Yam

100 NOVICE MAIN 1
1. T. McKee Hod
2. S. Sivadge Bul
3. E. Stiffen Yam

100 NOVICE MAIN 2
1. S. Willoughby Yam
2. R. Wagniere Bul
3. B. Rich Bri
4. R. Hernandez Hon

SWEEPSTAKES
T. McKee

SAN DIEGO TRIALS RIDERS' ENGLISH TRIALS
Miramar, Cal., Oct. 20, 1968

MASTER
**1. Bob Grove Bul
**2. Jim Wilson Gre
3. John Walters Bul
4. Jack Ward Gre
5. Bob Nickelsen Gre
6. Duane Stone Gre
7. Harry Brattin Tri

EXPERT
**1. Ed Davenport Hod
**2. Gary Davis Gre
3. Ron Roach Tri
4. John Vanwormer Bul

AM. ULTRA LWT.
**1. Norman Cowell Sac
**2. Gary Lane Hod
**3. Louie Dunn Hod
**4. John Brewer Kaw
**5. Bob Riggs Hod
**6. Bill Libbrecht Suz
7. Dennis Lane Hod
8. Bob Devore Hon
9. Joe Bushey Hod
10. David Blair Yam

AM. HEAVYWEIGHT
**1. Don Capps BSA
2. Jerry Shepard Hon

AMATEUR WOMEN
**1. Joyce Davenport Hod
2. Doreen Porter Hon
3. Carol Brattin Tri

AM. LIGHTWEIGHT
**1. Bob Hans Bul
**2. Mike Hans Cot
**3. Roy Sheridan Yam
**4. Ralph Wingert Cot
**5. John Woodruff Bul
**6. John Wilson Bul
7. Bill Batzloff Cot
8. Lee Pool Oss
9. Victor Conaway Bul
10. John Schulz Spr

SHAMROCK 2 WHEELERS MC CLUB MUD SCRAMBLES
Salem, Ore., 10-27-68

By Marie Layton

A MAINS
100cc CLASS
1. Jim Roberts Hon
2. Tom Noakes Hod

200cc CLASS
1. Don Watilo Bul
2. Johnny Roner Bul
3. Tom Gilkison Bul

305cc CLASS
1. Randy Scott Yam
2. Jim Smith CZ
3. Dale Demaris Bul
4. Jesse Rodriquez Suz

OPEN CLASS
1. Ike Reed Bul
2. Robert Leach Mai
3. Paul Zellner CZ
4. Don Schonburg Mai

B MAINS
100cc CLASS
1. Archie Billings Yam
2. Jim Sether M-B
3. Roland Paulson Hon
4. Les Kaltenbach Bri

200cc CLASS
1. Dave Doughton Bul
2. Fred South Kaw
3. Steve Turner Tri
4. Ray Butts Tri

305cc CLASS
1. Gary Olsen Yam
2. Monte Reiling CZ
3. Bill Halter CZ
4. Gary Washburn Bul

OPEN CLASS
1. Marvin Wourms Mai
2. Jon Beilstein Hus
3. Dave Smith H-D
4. Mike Bailey Bul

C MAINS
305cc CLASS
1. Gene Snook C-Z
2. Bob Luglan Bul
3. Leroy Haven Kaw
4. Don Ireland C-Z

SWEEPSTAKES WINNERS
100cc: Tom Noakes Hod
200cc: Johnny Roner Suz
305cc: Mike Clark Gre
Open: Ike Reed Bul

POWDER PUFF EVENT
(Nothing over 100cc)
1. Janice Roner Suz
2. Diane Cox Hon
3. Arlene Demaris Suz

CARLSBAD ROAD RACE
Carlsbad, Cal., Sun., Oct. 27, 1968

50cc PROD.
1. H. Chicon Suz
2. C. Claydon Suz

100cc PROD.
1. P. Evans Yam

200cc PROD.
1. L. Wakasuki Suz
2. J. Weigel Bul

250cc PROD.
1. T. Whete Hon
2. R. Reville Suz
3. B. Streimkes Duc

350cc PROD.
1. J. Chen Hon
2. D. Allee Hon

50cc G.P.
1. L. Williford Suz
2. H. Chicon Suz

100cc G.P.
1. R. Nakamoto Hon
2. M. Blackwell Yam
3. P. Evans Bri

175cc G.P.
1. F. Smith Kaw
2. N. Busseau Suz
3. V. Campbell Bul

125cc G.P.
1. T. Nicosia Hon

250cc
1. D. Allee Yam
2. D. Clifford Duc
3. R. Burba Duc
4. T. Whete Hon

350cc
1. J. Chen Hon
2. D. Doan Hon
3. B. Sylva Hon

OPEN G.P.
1. J. Simmonds Nor

ASCOT AMA SHORT TRACK
Gardena, Cal., Friday, Nov. 1, 1968

10-LAP FINAL
Dave Aldana Suz
Keith Mashburn Yam
Dan Haaby H-D
Terry Donaher Yam
Mark Brelsford H-D
Chuck Berry Hon
Don Dudek Yam
Bill Cody H-D
Tom Rockwood Yam
Harold Raggio Suz
Time: 3:04:20

TROPHY DASH
Dan Haaby H-D
Keith Mashburn Yam
Mark Brelsford H-D
Tom Rockwood Yam

FREMONT SCRAMBLES
Sun., Oct. 27, 1968

By W. H. Spencer

100cc NOVICE
Ivan Shigemasa Hod
Tim Ronsu Hod
Dave Payton Hod

100cc AMATEUR
1. Jim Hunter Hod
2. Fred Guzzi Hod

200cc NOVICE
Larry Johnson Bul
Bumby Freitas Bul
Stefe Pestoni Suz

200cc AMATEUR
Larry Darr Bul
Garry Welch Bul

250cc NOVICE
Barry Espinosa Bul
Tom Philips Mon
Joe McGowan Yam

250cc AMATEUR
Steve Wilson Oss
Joe Soto Bul
Bob Morgan Bul

250cc EXPERT
Paul Johnson Suz
Scott Diffenbaugh Suz
Bruce Teixeira Bul

350cc NOVICE
Tim Meyers Hon
Terry Code Hon
Jack Crider Hon

350cc AMATEUR
Ben Mousier H-D
Dayne Taylor Hon

500cc NOVICE
Dave Whitehead Tri
Everett Jamison Mac
Ben Travis Hon

500cc AMATEUR
Ed Davis Mon
Battaliga Guano BSA
Jim Spaling Tri

500cc EXPERT
Bruce Texeira Tri
Keith Carlson Mon
Bob Souza Tri

650cc NOVICE
Steve Spence Tri
Jim Morritt Tri

650cc AMATEUR
Sam Arena H-D
Mario Rinaldi BSA

650cc EXPERT
Jim Rice BSA
Eddie Garza Tri
Bob Boaz Tri

CAL. STATE CHAMPIONSHIP TT STEEPLECHASE
Ascot, Gardena, Cal. Sat. Nov. 2, 1968

By Maureen Lee

NOVICE MAIN
David Aldana BSA
Dave Hansen Kaw
Keith Mashburn Yam
Harold Raggio Yam
Frank Gillespie Suz
Time: 4:44.85 (Record)

AMATEUR MAIN
Mark Brelsford Tri
Jim Rice BSA
Alex Chinowski Tri
Butch Turner Tri
Dave Smith Tri
Time: 7:43.90 (Record)

EXPERT MAIN
Skip Van Leeuwen Tri
Dusty Coppage Tri
Jack Simmons Nor
Clyde Litch Tri
Dave Palmer Nor
Rich Thorwaldsen Tri
Larry Wilborn Tri
Ralph White Tri
Dallas Baker BSA
Bruce Holland Tri
Time: 15:30.30 (Record)

TROPHY DASHES
NOVICE
David Aldana BSA
Time: 1:14.50 (Record)

AMATEUR/EXPERT
Skip Van Leeuwen Tri
Time: 1:32.50 (Record)

SIDEHACK MAIN
Hummer/Gulbransen H-D
Johnson/Van Laar H-D
Roesch/Goodnight H-D
Time: 5:24.10

WHITEMAN RESULTS
Pacoima, Cal., Sat., Nov. 2, 1968

International Match Race Points (two weeks):
Ivan Mauger 23 Pts.
John Hateley 12
Barry Briggs 12
Steve Scott 8
Steve Bast 7
Jack O'Brien 7

MAIN EVENTS: 1st
Steve Bast
Sonny Nutter
Norm Elledge
Rick Woods
Bill Todd
2nd
Eddie Mulder
Stu Morley
Steve Scott
Johnny Carter
Larry Heinselman
Jimmy Stevens

SPECIAL CUP RACE:
Barry Briggs 2 wins
Ivan Mauger 1 win

NEW TRACK RECORD:
Barry Briggs (4 laps) 55:66

RESULTS

SPOKEBENDERS M.C. HARE SCRAMBLES
Sun., Oct. 27, 1968

By Dick Wright

1.	J.N. Roberts	500 Ex	Hus
2.	Mike Patrick	Op Ex	Nor
3.	Gary Cole	250 Ex	Hus
4.	John Gaetz	Op Ex	Tri
5.	Geo. Walker	500 Ex	Hus
6.	Steve Kirk	500 Ex	Mon
7.	James Martino	500 Ex	Hus
8.	Bob Rodine	250 Ex	Hus
9.	Bruce Lewellyn	500 Ex	Hus
10.	Steve Holladay	500 Am	Hus
11.	Bob Roudman	500 Nov	Hus
12.	Doyle Fields	500 Ex	Hus
13.	Ron Ray	500 Ex	Hus
14.	Dennis Torgerson	250 Ex	Hus
15.	Charlie Hockie	250 Ex	Bul
16.	G. Schuelke	250 Ex	Bul
17.	Geo. Zubler	250 Ex	Yam
18.	Ted Peterson	250 Am	Gre
19.	Ken Knudsen	Op Ex	Tri
20.	Bob J. Kulek	500 Am	Hus
21.	H. Utsey	500 Am	C-Z
22.	Glenn Thomas	250 Ex	Hus
23.	Bruce Dunford	250 Am	Hus
24.	Bill Walters	250 Am	Hus
25.	David Baker	500 Am	—

TRAIL BIKES

1.	Jack Morgan	Ex	Hod
2.	Eric Jensen	Ex	Hod
3.	Terry Clark	Am	Hod
4.	Mark Rader	Am	Hod
5.	Larry Mulock	Am	Hod
6.	Geo. Flanders	Ex	Hod
7.	Tom Hoyle	Ex	—
8.	Jeff Wright	Am	—
9.	Bob McLaughlin	Ex	Sac
10.	Willie Brown	Nov	Sac
11.	Chuck Purcell	Am	H
12.	Allen Lund	Nov	Sac
13.	David Trib	Nov	H
14.	Allen Peppel	Nov	H
15.	Eddie Crowell	Ex	H

AMA RECORDS SET AT BONNEVILLE NATIONALS INC.
Oct. 21 to 25, 1968

Don Slinger, Royal Enfield, Partial Streamlined PS-A-700 141.879

Philip Watterberg, 1955 Vincent Norton, Open frame, Gas A-AG-1200 124.528

A.J. Drinker, 1966 Triumph Open frame, Gas A-C-650 129.966

Don Vesco, 1968 Bridgestone, Partial streamlined PS-C-350 141.424

Richard Vesco, 1968 Bridgestone Streamlined S-AG-100 113.249

Don Vesco, 1968 Bridgestone, Open frame, Fuel C-A-200 95.824

Ellis Lehmberg, 1963 Bultaco Open frame, Gas C-C-200 72.313

John Serra & Darrel Packard, 1968 Yamaha, Open frame, Gas A-AG-175 92.512

Leo Payne, 1957 Harley Sportster, Open frame, Fuel C-A-3000 182.790

Don Vesco, 1968 Bridgestone, Open frame, Gas C-C-350 125.698

Richard Vesco, 1968 Bridgestone, Open Frame, Gas A-C-100 83.561

Don Vesco, 1968 Bridgestone, Open frame, Fuel C-A-200 98.455

Leo Payne, 1957 Harley Sportster, Open frame, Gas C-AG-3000 155.883

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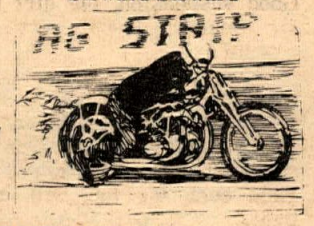
High Sierras, Cal.

MASTER
R. Hood Bul
V. Boocock Bul
R. Nickelsen Gre
R. Grove Gre
A. Bygdnes Bul
J. Krause —
G. Hein Bul
P. Olliges —
S. Ehlers —
H. Brattin Tri
J. Wilson Gre
J. Lavigne Dot
J. Ward Oss
T. Glaister —
G. Steward Tri
G. Alsip Gre
R. Emler BSA
J. Van Wormer Ban
F. Steward Bul
F. Conley Bul
S. Van Wormer —
D. Mason BSA
G. Chubick —
J. Scheibing —
G. St Louis —
R. Schmidt —

AMATEUR
B.C. Stockwell Bul
L. Chubick —
M. Chubick —
C. Castle —
C. Engles —
B. Stockwell Bul
B. Batzloff Cot
G. Castle —
G. Monger Bul
J. Brewer Kaw
L. Fraley —
R. Gordon Hon
J. Lieuhart —

MASTER TEAMS
*1. "Double Bob" Grove-Nickelsen
2. "British Experts" Boocock-Ward
3. "The Turtles" Krause-Olliges

AMATEUR TEAMS
*1. "Escudiers Escuerzo" Stockwell-Stockwell
2. "Foots-a-Lot" Conley-Monger
3. "El Numero Cinco" Steward-Steward



ENSENADA POKER RUN and M/C JUDGING CONTEST
Nov. 2 & 3, 1968

SWEEPSTAKES
Dale A. Marschke (4 of kind)

POKER HANDS
1. Michael Sinks
2. Jim Womack
3. Bill Reed
4. Francis R. Park
5. Jewell Edelen
6. Jessie Robledo
7. Sherri Hays
8. Mary Lou Forrest
9. Ken Pierson
10. Dennis R. Pyle
11. Steve Norris
12. Warren Smith
13. Michael Martin (tie)
13. Sandy Katschke (tie)
14. F.J. Conwell
15. Darrell Lawrence

YOUNGEST RIDER:
Jan Taylor — 3 yrs.
LONG DISTANCE (Man Miles)
Kenneth Roberts, Philadelphia, Pa.
LARGEST CLUB REPRESENTED
Social Riders, San Bernardino (26)
OLDEST RIDER (tie)
Ivan Winter, George Patterson (70)

AMERICAN CYCLES OVER 1000cc
Custom: 1. Ruben Landron
2. Don Lemasters
Semi Custom: 1. Hurly Webb
2. Odie Porterfield
Mod. Stock: 1. Jack Thomas
2. Ed Falkes
Stock: 1. Ted Howard

AMERICAN CYCLES UNDER 1000cc
Custom: 1. Mel Magnet
Mod Stock: 1. Don Gerber
Stock: 1. John Louis

IMPORTED CYCLES
Custom: 1. Gordon Robinson
2. Sandy Henry
Semi Custom: 1. George Lytle
2. Mike Geib
Mod. Stock: 1. Guy Hutton
2. Leonard Collins
Stock: 1. Gabe Palmer
2. June Duarte
Sidecar: 1. B.L. Miller
2. Jimm Kuntz

RESULTS

LIONS DRAG RACES
Wilmington, Cal., Nov. 3, 1968

TOP BIKE:
Gordon Katelex 10.98–132.80 H-D
RUNNER UP:
Art Houston 11.47–122.20 Tri
TOP STREET:
Olson 13.38– 96.15 Tri
TOP MODIFIED:
Joy Houston 12.16–110.84 Tri
TOP GAS:
Moulders & Reese 11.37–116.38 Nor

STREET
A – Hanes 13.79– 93.84 H-D
B – Olson 13.38– 96.15 Tri
C – J. Linn 14.26– 91.69 Suz
D – Larragoitiy 15.35– 82.00 Hon
E – Wade 16.14– 79.43 Hon

MODIFIED
A – Al Sherwin 12.28–109.09 H-D
B – Joy Houston 12.16–110.84 Tri
E – C. Cash 12.90– 99.40 Suz
F – Thurman 16.60– 73.77 Kaw

GAS:
G – Moulders & Reese 11.37–116.88 Nor
F – Zeman & Cash 16,90– 74.91 Suz

CARLSBAD MOTO-CROSS
Sun., Nov. 3, 1968

By John Shedd

125cc EXPERT
G. Bailey Pen
L. Larsson Pen
C. Nilson Pen
G. Cannady Hod

125cc JUNIOR
B. Urban Pen
J. Creager Gua
J. Cooke Hod
R. Bailey Sac
J. Lewis Pen
M. Burton Pen

250cc EXPERT
R. Darnell Hus
J. Wilson Gre
L. Larsson Hus
G. Smith Mai
G. Conrad Hus
B. Rodine Hus

250cc JUNIOR
A. Newsom CZ
C. Hollenbeck Bul
D. Ortega Hus
M. Cram Bul
C. Iverson Hus
J. Rutter Hus

500cc EXPERT
L. Larsson Hus
J. Wilson Gre
G. Bailey Pen
J. Stein CZ
B. Hedrick Hus
S. King Mai

500cc JUNIOR
B. Grossi Mon
C. Hollenbeck Bul
B. Hager Mon
R. Bunn CZ
C. VonSchneidermesser Mai
R. Farmer Mon

ORANGE CO. INT'L. RACEWAY
Orange County, Cal., Sun., Nov. 3, 1968

		Overall
Daniel Osborne	Yam	5
Don Wicks	Yam	6
Sid Chambers	Yam	10
Ed Kelly	Ita	15
Paul Long	Mon	18
50cc PROD.		
Chris Anderson	Mon	16
Hugh Chicon	Suz	17
100cc PROD.		
Pat Evans	Yam	9
Harold Spivack	Ome	12
Ron Balestrieri	Hod	13
Evans	Bri	14
175cc PROD.		
Robert Nelson	Kaw	3
Ray DeLong	Kaw	4
Len Fallscheer	Yam	8
Howard Kessinger	Kaw	11
200cc PROD.		
Roger Wood	Bri	1
Lawrence Wakatsuki	Suz	2
Moe Conserriere	Bri	7
250cc PROD.		
Walt Garnett	Suz	9
Ray Wittbrod	Suz	12
James Randolph	Suz	13
Richard West	Suz	14
Barry Wenn	Duc	16
Hal Petrie	Kaw	17
Thomas White	Hon	19
Tony Nicosia	Kaw	22
Charles Small	Duc	23
250cc GRAND PRIX		
Joe Hamilton	Yam	
Dave Allee	Yam	
Steve McLaghlin	Yam	
Tom Rockwood	Yam	
Doug Libby	Yam	
Jerry Christopher	Kaw	
Keith Mashburn	Yam	
Ed Ford	Yam	
Barry Provisor	Yam	
Rubin Portillo	Yam	
Thomas White	Hon	
Ron Burba	Duc	
Ron Fisher	Gre	
350cc PROD.		
Jim Chen	Hon	2
Jerry Green	Hon	3
Butch Shephard	Hon	4
Dave Allee	Hon	5
Don Emdee	Suz	6
Midge Griffith	Bri	8
Kenneth Russell	Kaw	11
Ron Fisher	Yam	18
Tony Bugarin	Kaw	20
Carl White	Bri	21
500cc PROD.		
Harry Hayes	Suz	7
Dick Martin	Suz	15
OPEN CLASS PROD.		
George Kerker	Nor	1
Richard Feist	Nor	10
100cc G.P.		
Rudy Galindo	—	3
Pat Evans	Hod	6
Elliott Andrews	Yam	7
Mike Anselm	Yam	9
125cc G.P.		
Hurley Wilvert	Hon	2
Tony Nicosia	Hon	4
175cc G.P.		
Rich Stuelke	Hon	1
Nick Busseau	Suz	5
Ron Balestrieri	Bri	8
Larry Williford	Duc	10
350cc G.P.		
Jim Chen	Hon	3
Ed Ford	Yam	4
Jerry Green	Hon	5
Dave Allee	Hon	7
Butch Shepard	Hon	8
Alvin Griffith	Bri	9
John Yeats	Hon	10
John McGillivrary	Hon	11
500cc G.P.		
Dick Kilgroe	Hon	2
OPEN CLASS		
George Kerker	Nor	1
Buzz Buzzell	BSA	6
J.D. Williams	Nor	12
SIDECARS 1300cc G.P.		
D. Hummer/R. Gulbransen	H-D	
G. Waldo/Al Burnett	H-D	
J. Person/J. McGillvray	Tri	
A. Neubrand/M. Valesco	BMW	

So You Want To Ride the Desert?

By Dick Wright

Here are a few do's and don'ts a new rider should know before getting on the starting line. From the very beginning, a rider should practice as much as possible with a fairly good desert bike: Good suspension, big dirt tires, a good air cleaner, desert bars, and proper gearing.

When you've got the equipment shaped up, take it out in the desert. Practice riding the sandy trails and sandwashes until you get good at it. The idea is to go fast enough to get on top of the sand and glide over the top, with the front end light.

Use body English to turn rather than by steering the front wheel, start early into the turn and go to the inside of the groove. Keep your feet up, except for a tight turn that you want to slide.

It helps considerably to go trailing with a good rider. Follow him and do what he does, as it is always easier to show someone then to tell him.

Before racing you should feel confident in the sandwashes and be able to stand up on the pegs to go fast in rough boondocks, doing wheelies over the bumps. You should also have mastered the downhills. Never stop at the top to think about it – just go down in low gear. Keep the bike going straight, and keep the rear wheel turning slowly. Don't lock up both brakes.

100 Feet Ahead

The thing in desert racing is to look a hundred feet in front of you. Get set for the coming territory, plan the proper rpm's for hills, the right gears for jumps, etc. You're not going to get there fast by looking down at your front wheel, worrying about small rocks. Plan your moves early so that you're smooth and properly prepared for that big rock.

Now you're ready for racing. Start off with a good piece of equipment. If you've beaten up your practice bike, get a fresh one. A lot of good, new riders have kept themselves out of the trophies because of used, tired equipment – then become discouraged and quit. It also helps to know your bike mechanically – in case the throttle cable breaks just before a race, for example.

Before getting on the starting line, make sure somebody knows you're out there even better than having a good buddy around you can join a desert club that'll have pits and gas available.

Now check your bike out: cables, all nuts tight, lock nuts on the tires. Carry some emergency equipment: Arope, plug wrench, a couple of extra plugs.

Find out as much as you can about the course: Where the smoke bomb is, whether the loop is to go clockwise or counter-clockwise. This way, if you get lost, you'll have a fair chance of finding where you went wrong. Check out the area to the smoke bomb, to find a good trail and be able to get a good start, as that's half the battle.

You should already have practiced your dead-engine starts, either Le Mans or sitting on the seat (this should become automatic, so that you won't have to think about it). Be sure to keep an eye on the starting banner, they may drop it as soon as you get your starting check. It's great to be first on your trail, to sit back and just turn it on.

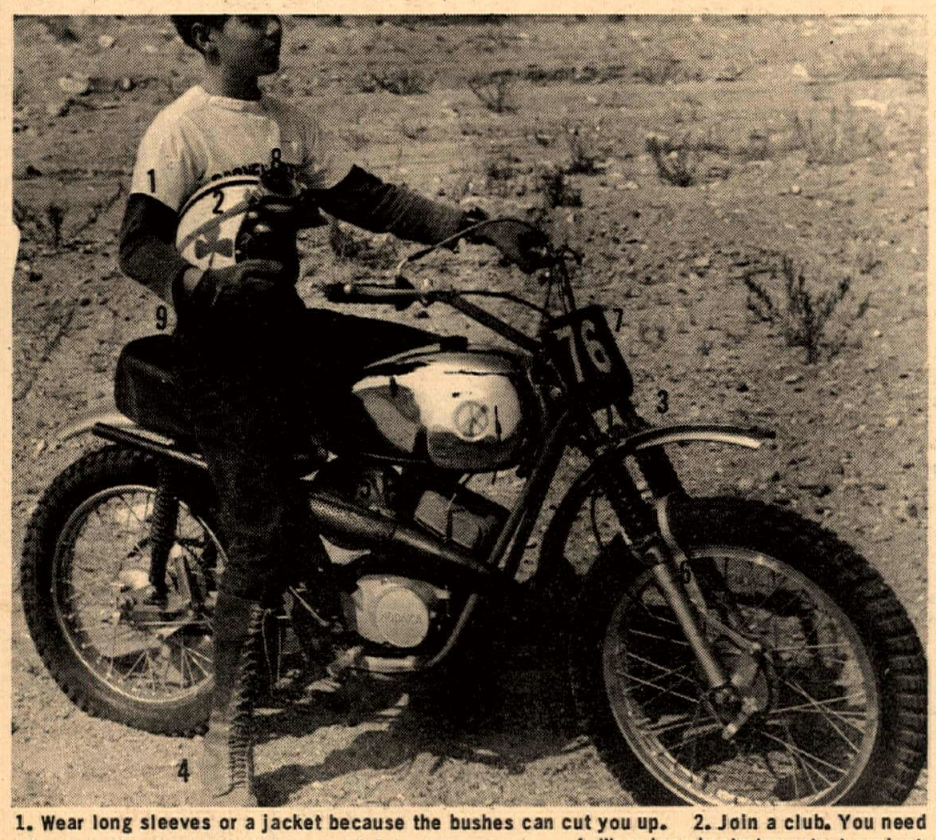
Now you're in the midst of the race. The leaders are out of sight and the slower riders behind you. Don't cross from side to side on a two-rut trail, as there may be faster riders trying to pass.

Follow the lime: three or more marks close together on one side means to get ready for a turn on that side; three strips of lime across the course mean danger; six strips across the course mean a road crossing. If you don't see any lime or ribbon markers for a quarter of a mile or so, make a U-turn and go back to the last marking to pick up the trail.

You will find that riding a marked course is much safer than rambling over an unmarked trail; such things like a big washout will be marked on a race course.

Three types of desert racing offer a lot of fun riding for your money – The old-fashioned Hare & Hound (two or three separate loops totalling approximately a hundred miles) the Hare Scrambles, (one short loop of about twenty miles on which you make four laps) and the European Scrambles (approximately a four-mile course, you race for forty-five minutes).

Now you're a real desert enthusiast. Go out to the desert on Saturday afternoon to check your bike out before the Sunday race, then sit around the campfire at night and bench race. Just don't go so fast that you fall off the bench.



1. Wear long sleeves or a jacket because the bushes can cut you up. 2. Join a club. You need friends in the desert. 3. Have good brisk suspension 4. Wear long boots to protect against scratches from bushes. May also save you from a broken leg. 5. A good air cleaner is a must. 6. A fork brace is good to have in case you go down. Otherwise you may twist your forks 7. Sign up for a District number. One-day pie plates fall off. 8. Use clean lenses in your goggles 9. A kidney belt is always a good idea.

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Rough, But Very Fast !

By Bob Thure

ENCINITAS, Cal., Nov. 3 – Over 100 riders, hosted by the Sagehoppers M.C. brought their machines to Encinitas for European Scrambles. In this type of motorcycle racing, the course is rough but very fast. It's like desert racing, except the course is a relatively short closed circuit.

At Encinitas, the course is 2.9 miles long with straights connected by sandy, rough turns, gulleys of deep loose sand and jumps. The straights were fairly smooth and allowed the big bores to reach 70 plus mph.

One jump, within a quarter of a mile of the start, was a real crowd pleaser, as bikes went up, in and out of control, over four feet off the ground.

(Results to appear next week)

Well, you've got to get over somehow. (He's smiling.)

Two of the over 100 try out the European scrambles way of racing on the fast, sandy, dusty gulley-packed course.

High Wind Makes Mojave Race Tougher

By Larry Thure

DEADMAN'S POINT, Cal., Nov. 3 – The challenge to the 151 riders this week was not only the fast and bumpy course and their opponents, but a 35-40 mph wind as well. Hosting the scrambles event were the Desert Challengers.

From the start, the Mojave course moved south up a gradual rising slope across the desert bush for about a mile. Then it turned east for some distance before heading back north and a series of rock-bordered turns led back to the start.

Up first was the 100cc class, with its usual large number of contestants, 79 this time. One of these had an exceptionally trying day. Most of his left handlebar was dangling from the front brake cable, the result of an earlier miscalculation.

There were many leader changes during the hour of this combined Novice-Amateur-Expert event. But first at the checkered flag was Zundapp-mounted Gary Griffin. He was followed by Rick Stumph (Hod) and Tracy Saylor on a MB.

In the 250cc event the competition spirit was high, as demonstrated by second place Bultaco rider Larry Pfutzenreuter. Larry was leading in the later stages when his brand-new rear tire went flat. This only slowed him slightly.

"It was squirrely on the turns but flat-out it wasn't bad," he said later. He was beaten in the last lap by about fifteen feet by Tom Schmid, also riding a Bultaco.

In the Open class there were 25 big bikes and the wind was really blowing. Placing first was Buddy Ferris on his Triumph, with second going to Neil Fergus on a Bultaco. They had a commanding lead on the rest of the riders.

Start of the 250cc class Hare Scrambles as 150 bikes streak toward the smokebomb.

Husky-mounted Ron Miller throttles his machine around a boulder-bordered turn.

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NOV. 16 & 17

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Plus professional Moto-Cross

Sun. Nov. 17th

251-500cc Jr. & Sr. Classes
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OFFICIAL ENTRY BLANK

Name of Event Entering _____

Name of Entrant _____

Address _____ City _____ State _____

Make of Motorcycle _____ Class _____ Jr. ____ Sr. ____

Int. Competition No. _____

Issued by _____

Enclosed please find my $10.00 entry fee. I understand that this fee will be used as purse for the event I ride and will also pay for the insurance covering me during this event. I understand that I must have an FIM International license to be eligible to ride in the European race. (If entrant does not have this license, application may be made at the course.) I hereby declare that I am physically fit to ride a motorcycle in competition in the above named contest.

In entering the above mentioned contest, I agree to act in full accordance with MICUS and FIM rules and regulations, and further agree to hold blameless the MICUS, FIM, International Moto-Cross, affiliates, representatives and agents the track (or course) owners, lessees, the entrants, and mechanics, each and every one of them for any loss, damage or injury, fatal or otherwise, to myself or my property, and whether or not occasioned or contributed to by reason of negligence or the MICUS, FIM, its officials, affiliates, representatives and agents, the track (or course) owners, lessees, the entrants and mechanics, and assume full responsibility for any such loss, damage or injury, fatal or otherwise, howsoever occasioned or arising or in connection with this meeting.

I have read all the rules and regulations and statements printed above, and fully understand each and every item contained in this page.

SIGNATURE _____

If entrant is under 18 years of age, parental permission must accompany this form, and parents signature must appear where indicated.

SIGNATURE OF PARENT OR GUARDIAN _____

For Information International Moto-Cross, 4790 Palm Ave., La Mesa, Calif. 92103–Phone (714) 460-4289 or 460-8751

Carlsbad Capers

By John Shedd

CARLSBAD, Cal., Nov. 3 – Racers and spectators alike are getting used to the orderly manner in which the California Moto-Cross Club handles the race-day program. The November Moto-Cross was typical.

First event was the combined 125cc Junior and Senior. The Pentons of Torsten Hallman Racing, Inc., made a clean sweep of the first three places. Gary Bailey was Top Banana with two wins, Lars Larsson second, Claes Nilson third. B. Urban took the Junior honors, also on a Penton.

New Senior, Jim Wilson, was untouchable in the first 250cc Senior Moto, but Husky-mounted Russ Darnell, never gave the Greeves-rider a chance to breathe.

Lars Larsson missed the start of the first Moto and wasn't able to bring his Husky up into contention. But nobody could deny Larsson the second Moto, and again Darnell had to follow the leader home.

Darnell had blood in his eye in the final moto and led from flag to flag, taking top cash.

The 250cc Junior class was the largest of the day. CZ-mounted A. Newsom wormed his way to top spot. Chris Hollenbeck stormed to second.

B. Grossi brought his Montesa down from the north, and showed the local 500cc junior talent the way around the course. Once again, it was Chris Hollenbeck finishing second on a Bultaco.

Larsson had lost the 125 and 250cc classes, but the 500cc was a different matter. Closest to him was Jim Wilson on a Greeves, who did manage to beat the Husky-mounted Swedish fireball in the third moto. Gary Bailey broke the brake pedal on his Greeves in the first moto and used a Penton on the last two legs to capture an incredible third overall.

The next Carlsbad Moto-Cross will be the International on November 30 and December 1. Southern California riders have more experience on the Carlsbad course than any other so it may well be that Americans will take a few races against the European invaders.

(Results on page 16)

R. Bailey (152) is shown here about to pass a fellow 125cc competitor.

Gary Bailey, 79, on a 125cc Penton flies ahead of Lars Larsson on a Husky 360, ninth-ranking in the world. Larsson took the 500cc class. Right photo.

End of an Era at Ascot

By Dewitt Thuett

The final half mile of the season at Ascot Friday, Nov. 8, may also be the final time for many of the machines in competition. This, because of the new ruling that will allow all machine sizes to jump to 750cc next year instead of the whiskered rule that held overhead valve rigs to 500cc's.

The Ascot track has long been the stronghold for the 500's and especially the BSA Gold Star single. Already many owners and riders are planning on changing to the larger, more economical twins for next season.

In the past dozen years the 500's have won more than 90% of the races over the 750cc sidevalve machines. This was at Ascot. The story was different on a nationwide basis.

The Harley 750's have already captured the high point expert title at Ascot for the season with Mel Lacher responsible. H-D rider Mert Lawwill not only won the Eight Mile National last month but set a new track record as well. It was the first Harley win in ten years at the national.

Next season all machines, regardless of where the valves are located, will race on the same inch-for-inch basis.

The 500's have won the state half-mile championship race eight out of the last ten years. This year, riders such as Lawwill, Lacher and Dan Haaby on the larger 750's were pre-race favorites over such 500 riders as Gene Romero and DeWayne Keeter who have ridden the smaller displacement machines all season long.

The Ascot championship race will also be the last time for any of the Novice and Amateur riders to score points for advancement in class. Racing begins at 8:15 p.m. on the Gardena oval.

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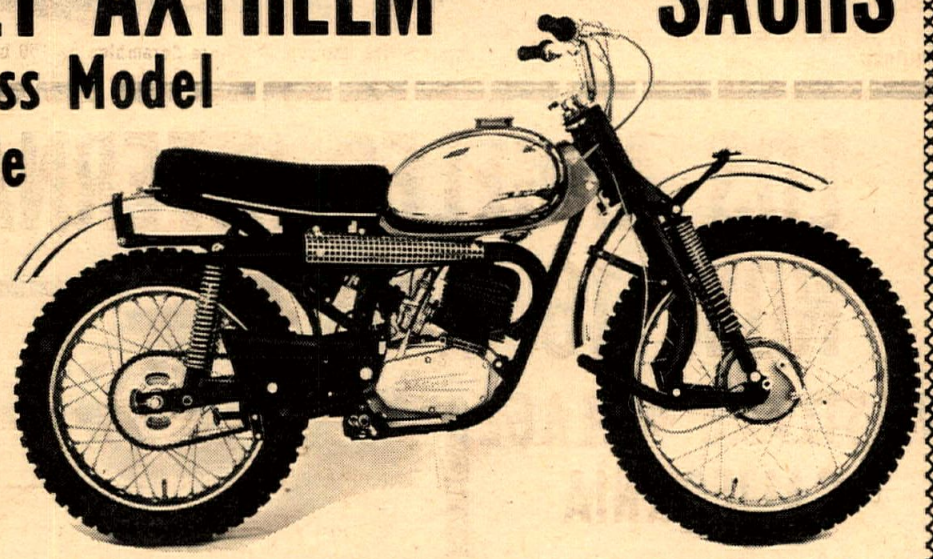
125cc Moto-Cross Model



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Manhattan Cycle Sale
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IOWA
Ned's Auto & Cycle Ctr.
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Greeves Sales of New Orleans
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Kenner

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Cycle Fun
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Sportsman Cycle
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No. Las Vegas

OKLAHOMA
Tulsa Suzuki
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TEXAS
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CONFUSION OF NAMES

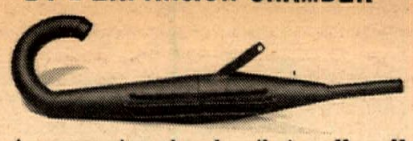
"Grant Fiberglass is not Grant Industries!" Grant K. Mac Coon, president of Grant Industries, said today in Los Angeles.

Mr. MacCoon made the statement as a result of the publicity generated by the false advertising suit recently lodged against Grant Fiberglass, Inc.

Mr. MacCoon said, "Grant Industries also makes safety helmets and the similarity of names and products has confused many dealers and consumers. I want to make it clear that Grant Industries is not connected or associated in any way with Grant Fiberglass. Our helmet, the Grant Industries' full coverage safety helmet, meets or exceeds the 'Z90.1' standard and it is truthfully advertised."

Pictured above is the Grant Industries' full-coverage safety helmet. It meets the Z90.1-1966 safety standard set by the United States of America Standards Institute. Not to be confused with the Grant Fiberglass helmet, made by another company.

DT-1 EXPANSION CHAMBER



An expansion chamber that really pulls out those unleashed ponies on the two-strokes is hard to find. Tom Turner of Tom Turner Expansion Chambers in Huntington Park, California has just unveiled a new upswept chamber for the Yamaha DT-1.

The new chamber was originally built for use and sale by Bob Maynard of Orange County Motorcycles.

The Yamaha DT-1 chamber will sell for $49, plus tax. To place an order for one of these custom pipes, call (213) 589-7717 or send your letter to Tom Turner, 4601-1/2 Live Oak, Cudahy, Cal.

Jorgensen Rides Hard for Big Bore Flag

By Bob Chase

MARYSVILLE, Cal., Oct. 20 – About 100 riders turned out to compete on the new $40,000 track. Feather River M.C. have had the problem of not enough publicity but their track is first rate.

It's about 1/5th mile and beautifully prepared.

They get a lot of riders from Nevada.

Tempers really flared Sunday over restrictions made necessary by their insurance. No women or children allowed in the pits.

My son Fred, Richard Arnaiz, 6 and 7 years old, were riding a "Mini Bike" exhibition and I was doing the Cycle News write-up, so we were all in the pits. Some of the riders left because they didn't think this was fair. Skip Hulaman, the referee, tried to explain to them that news reporters are covered in their insurance. But some wouldn't even listen to him.

In the 100cc Novice, Walt Burres (Moto Beta), showed them how to win a heat with no problem at all. John Allen, from Palermo, riding a Kawasaki, pulled in for that second place spot. And 70n John Cunningham, of Fallon, Nev. riding a Honda, was third.

In the 200cc Am. Heat, Jerry Tyler came off the line in second place although Jerry Hybarger, of Reno, Nev. (Honda) was giving him quite a battle. Then Jerry Tyler, of Stockton, riding a Bultaco, took command, over 79r Delno Becker, of Palermo, riding a Kawasaki. Tyler then held the lead all the way.

In the girls' event Sue Childress took the lead over Debbie Jackline. But on the third lap Jackline grabbed the lead for the win.

In the 100cc Novice Main 128k John Hargis, of Roseville, riding a Bridgestone held first place all the way. 70n John Cunningham, of Nev., finished second. Rick Frisk of Stockton, was third.

In the 200cc Novice Main, 117r Tom Legg Jr., took a bad spill, but luckily he got up unhurt. The race was won by 97k John Green, Kawasaki-mounted. Second place went to 10r Al Krill, of Marysville, on a Yamaha.

In the 200cc Am. Main, 68e Jerry Tyler, on a Bultaco, came from third place to first, over 29r Joe Allen (Hodaka) for second.

140j Mike Wolfkamp, of Sacramento, on a Kawasaki, did some fancy broadsliding all through the 250cc Nov. event, and pulled in first place win. 67n Lyman Harvey, another fellow from Nev., took second place. 150r Glen Pair (Yamaha) was third.

In the 250cc Am. & Exp. 7R Bob Vougham of Oroville, took first over Am. 5R Manfred Heyrend, also from Oroville, riding a Yamaha. 21E Carl Lier from Stockton was third.

In the combined 350cc & 650cc Nov. Main event, 70N John Cunningham won a beautiful first place. 38R Jim Hershman of Grass Valley, took second on his Triumph. 113J Monte Gibson, of Sacramento is making a come-back, after suffering injuries earlier this year. He got himself a third in this event.

In the 350cc Am. 500cc Am. and the 650cc Exp. event there was a hard battle for first place won by 38E Jorgen Jorgensen, on a BSA over 7827N Jerry Hybarger from Reno, Nev. on his powerful Honda. Third place went to 31N Barclay Trehal, also Reno.

(Results on page 16)

Dealer & Services Directory

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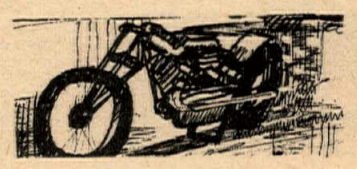

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EXHAUST NOTES

By Bill Pettigrew

750cc Limit For '69

Effective January 1, 1969 the AMA will allow such bikes as the Norton Commando 750, Triumph 750, BSA 750, Kawasaki 650, and Triumph 650s, naming just a few, to compete in AMA professional dirt track events. Yes, at last week's AMA Competition Congress the good guys won, finally, and against the wishes of AMA Competition director Bill Berry who the Congress representatives overruled, they made this of 1968 meeting the most important in AMA history.

The old AMA rule limiting all machines that incorporated an overhead valve set-up to 500cc while rigs with a sidevalve configuration could have up to a 750cc limit for flat-track events has been thrown out the window. (The only 750cc sidevalve machine "in production" is the Harley-Davidson 750).

The new rule states that any machine whether sidevalve or overhead may be up to the 750cc displacement. Incidentally, a new 750cc overhead valve sportster is on the way from Harley-Davidson.

Road racing stays the same as before.

AMA Pro-Moto-Cross

Parliamentary procedure again ruled out the "old-fashioned" Bill Berry with the adoption of an AMA Moto-Cross system. The rules have been set up by noted AMA rider Dick Mann, top enduro rider John Penton, and publisher-promoter Bob Hicks.

There will be rules for Professional Amateur and Expert classes.

Sammy's Fifth Scot

Sammy Miller, the noted trials champion has just won the Scottish Trial for the fifth time and has now equalled the record of Belfast rider Bill Nicholson. Sammy rides a Bultaco Sherpa T which is the bike he designed for the Spanish factory.

Evel Recovering

Evel Knievel is now on the fast road to recovery from an accident that occurred in a ten car jump at the Carson City,

Evel Knievel and his new Honda mount.

Nevada Speedway last month. Evel is reported to be coming along fine and still plans to jump the Grand Canyon in the future. In fact, he is going to buy his own land for the jump – sorry, Mr. Udall.

LAPD Tests Moto-Guzzi & Honda

The Los Angeles Police Department conducted tests on various motorcycles for consideration as patrol bikes for the upcoming year. The LAPD needs 112 units for next year and are badly in need of funds. So it looks like there's a strong chance of having Honda, Moto-Guzzi, Triumph, or BSA as patrol motorcycles for the upcoming year. The Harley-Davidsons now being used cost the department between $2,000 and $2,300, whereas the Moto-Guzzi would cost around $1300 and the Honda approximately $1,000 to $1,100. The latter units also weigh less, stop faster and would cost less to maintain.

SCRAMBLIN AROUND

By Maureen Lee

Plans are under way too for next year's Elsinore Grand Prix and we'll bet it'll be better than last year's, if that's possible. Right now it's completely TOP SECRET but there'll be another race next year that will blow everyone's mind! But that's all we're going to say on the matter.

Huntington Beach will be having a 100-Lapper for 250cc's and up on December 1st, an Open Sunday. Entry fee will be $3 and the prizes neat. We said a couple of weeks ago that first prize would be something you'd stare at for hours (it's a TV). Well, second prize will keep your little ears happy for as long as you're listening.

There will also be trophies and, depending on the entry, it will be a progressive program. While this one won't pay points it'll be fun and by the end of the day no one will be able to say: "We didn't get enough riding!" Posters and more information on sign-up etc. will be out within a week or so.

Meanwhile, back at Corriganville. We witnessed the effort put on by the Dirt Diggers this Sunday in preparing things for next week and it's really a team effort. When you show up bright and early Saturday, look around and remember that every red and white marker you see on fences etc., every picnic table and every hay bale had to be put there by someone. If it weren't there wouldn't be any races like this. So let's all go out of our way to make 1968 Corriganville the best ever. They've already had the largest entry in the 10 year history.

Overcoming The Stigma

Sacramento has one of the few public cycling areas in the country, the C.M. Goethe Park. Much of the credit for this distinction goes to the Trail Bike Sportsmen Association, founded in 1962. Last January they gathered 1200 petitions against the proposed closing of this 32-acre parcel to motorcycle riders.

Getting cycling enthusiasts together as a united voice was the purpose behind the founding of TBSA. They also work towards getting trail-biking established as an "in" thing to do.

"Perhaps our greatest challenge," President Russ Stanford said in a recent interview," is to overcome the stigma attached with motorcycling in general by such infamous groups as the Hell's Angels. We're out to prove that the majority of motorcyclists aren't like that."

Last year the association spent Labor Day weekend removing beer cans and trash from the potentially beautiful Raymond Lake. Much to the delight of the U.S. Forest Service this mountain retreat, 9,000 feet up in Alpine County and accessible only by a narrow, winding, precipitous seven-mile footpath, has been restored to its natural state.

The association has now formed a sub-group for ground search and rescue operations. They are available at their own expense to assist Civil Air Patrol and similar organizations. So far they've found one lost child and transported a wounded hunter out of the rugged Sierra mountains.

They hold one social event a month, usually an organized trail-ride through unfamiliar territory. Some last two days. About three family camp-outs are held every year.

Inquiries are handled through P.O. Box 7202, Sacramento, Cal., 95826.

The Drag Race Scene

By E. McEvoy

IRWINDALE, Cal., Nov. 2 – Excitement ran high at Irwindale when for the first time in many months of drag racing 18 contestants showed up. The number of motorcycle contestants at Southern California strips lately has been down considerably. It got to a point where 8 or 10 bikes was a good attendance.

In Top Fuel Eliminator, six cycles qualified for the money runs, four of these Harley-Davidsons. Two turned 9.62 elapsed time in their qualification runs.

In Jr. Fuel Eliminator, Mike Malland riding Bud Clark's 500cc Triumph qualified at 123.75 in 11.23 e.t. He was eliminated when his bike failed to start. A spark plug wire had pulled out of the mag. Honors then were left up to Art Houston and his Triumph and Bob Sirkeigian and his BSA. In the final run Art Houston got off the line first while Sirkeigian sat breaking the tire loose. Houston won turning 11.90 with top time of 122.28 while Bob turned a quicker 11.58 and 128.93.

On the distaff side of the family, Joy Houston took the B Modified class turning as her best 107.65 mph and on her winning run a 13.11 e.t.

C Stock was won by David Zulian of Monrovia on his Honda Twin 450 with a 1425 e.t. and a top of 87.4 mph.

F Gas was taken by Johnny Ellison on his Yamaha.

Larry Welch of Hidesville, Md. qualified his Harley 76 incher for Top Fuel Eliminator with a 9.62 and a top of 145.16. However, on his next single run he blew one cylinder so he was unable to show how he would do against competition. We may have a chance to find out in the future as Larry might just decide to stay in sunny California.

First round of Top Fuel found Boris Murray running aginst Bob Braverman. Two double-engine bikes. Murray and his Triumph and Braverman with his Kawasaki fired up their engines and staged for a takeoff. Braverman came off the line first, got in front and it looked up to about halfway down the strip as if he just might stay there. However, Murray's soon got a little better bite and his motorcycle started pulling him alongside Braverman and then past for a win at 10.52 and 148.27 while Braverman turned 10.70, 130.76 mph.

Next came two Harleys – Joe Smith against Gangbuster Gordon. Smith took it with 10.22 and 153.06. Sonny Raslawski riding Gordon's bike lost with an 11.15 e.t. and 131 top time.

Pieces Fly

Last round was left up to Murray and Smith. (Raslawski having been eliminated – his bike was running too lean so he rather than risk burning it up he shut off in an earlier run).

Murray fired first to warm up a little, Smith following up right behind. This time both bikes burned their tires for better traction. Green lights went on and bikes got off the line with Murray first. A few seconds later the red lights came on in Murray's lane showing he had jumped the gun. Both bikes were still running strong when sparks started flying off Murray's bike all over the strip. Murray had blown one of his engines and piece of it, along with his chain were flying toward Smith's lane. Since Smith was slightly in back of Murray he saw the pieces coming. He won the race, shutting off to an e.t. of 10.15 and 128 mph.

(Results on page 16)

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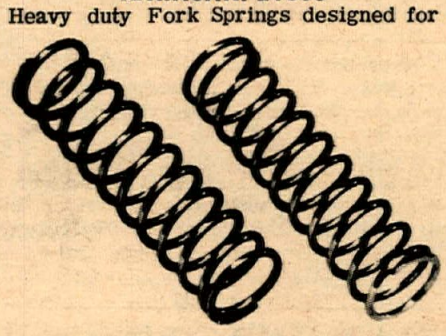

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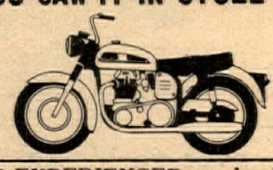

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5th DOUG LIBBY – YAMAHA
6th Jerry Christopher – Kawasaki
7th KEITH MASHBURN – YAMAHA
8th ED FORD – YAMAHA
9th BARRY PROVISOR – YAMAHA
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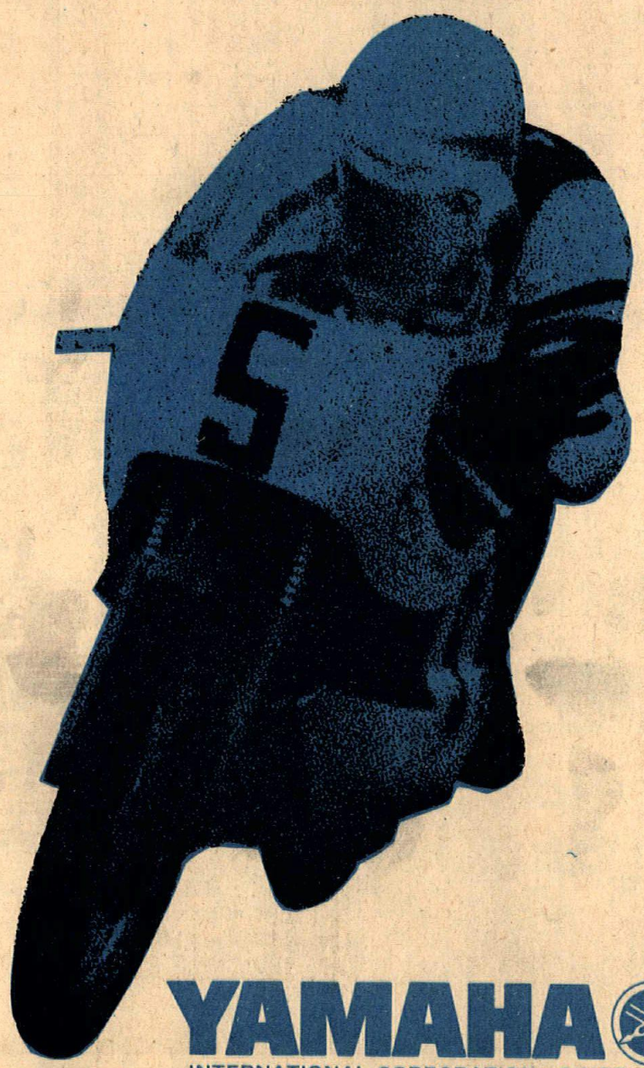

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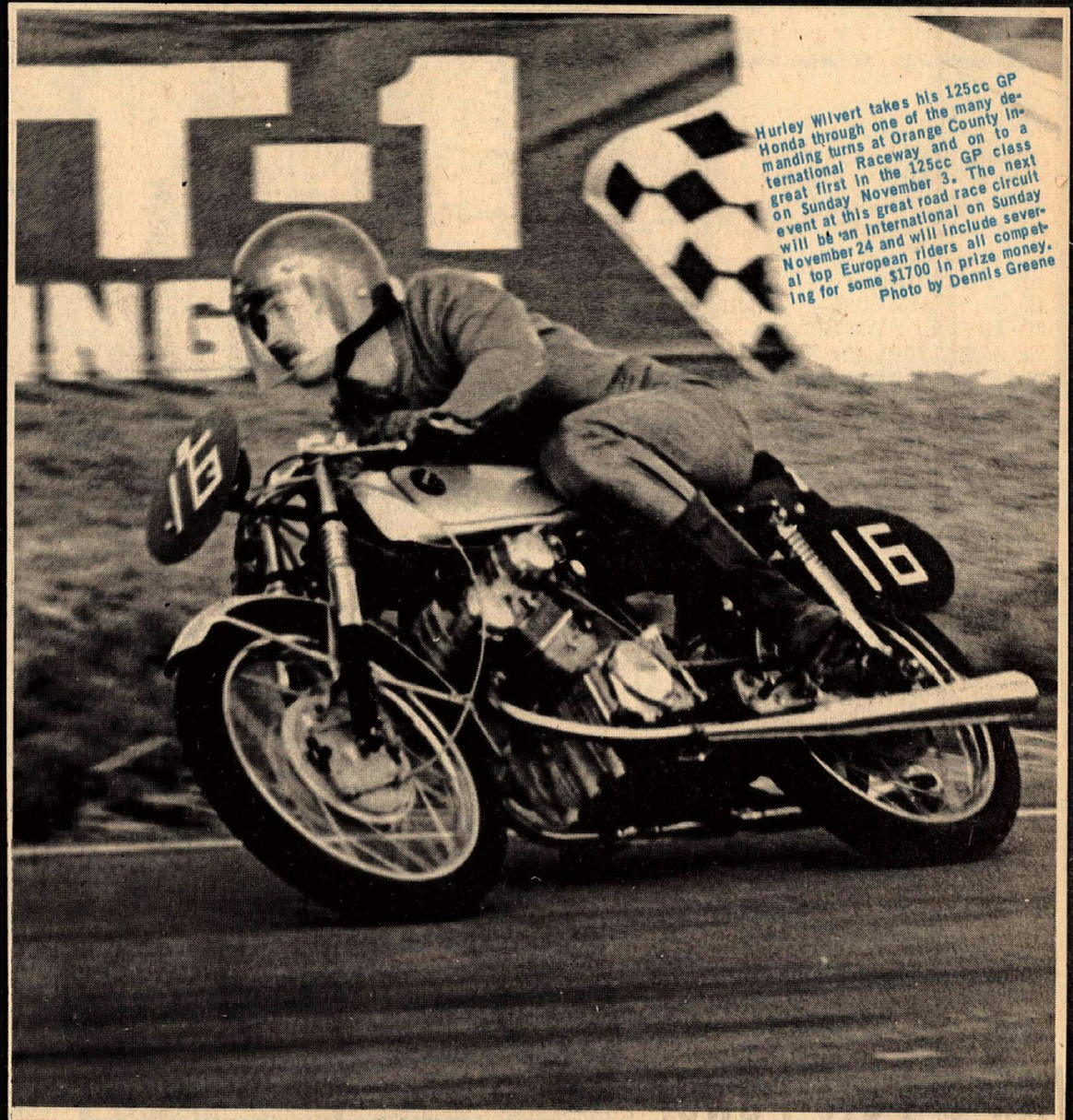

Hurley Wilvert takes his 125cc GP Honda through one of the many demanding turns at Orange County International Raceway and on to a great first in the 125cc GP class on Sunday November 3. The next event at this great road race circuit will be an International on Sunday November 24 and will include several top European riders all competing for some $1700 in prize money.
Photo by Dennis Greene